



1
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1

Broad Street Station

Pennsylvania Railroad

Philadelphia

1
9
5
2



HISTORICAL DATA



TRACK LAYOUT MAP



SITE 1879



OPENED 1881



REBUILDING 1892



REOPENED 1893



EQUIPMENT USING STATION



FIRES 1923 & 1943



INTERIORS



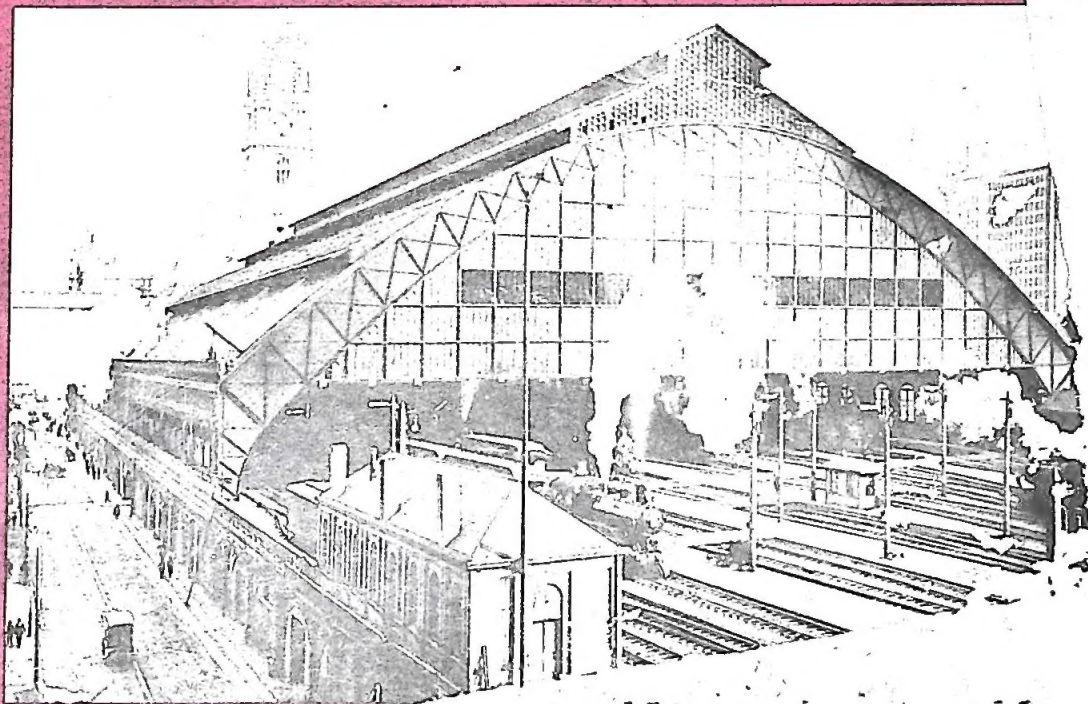
SUBURBAN TRAFFIC



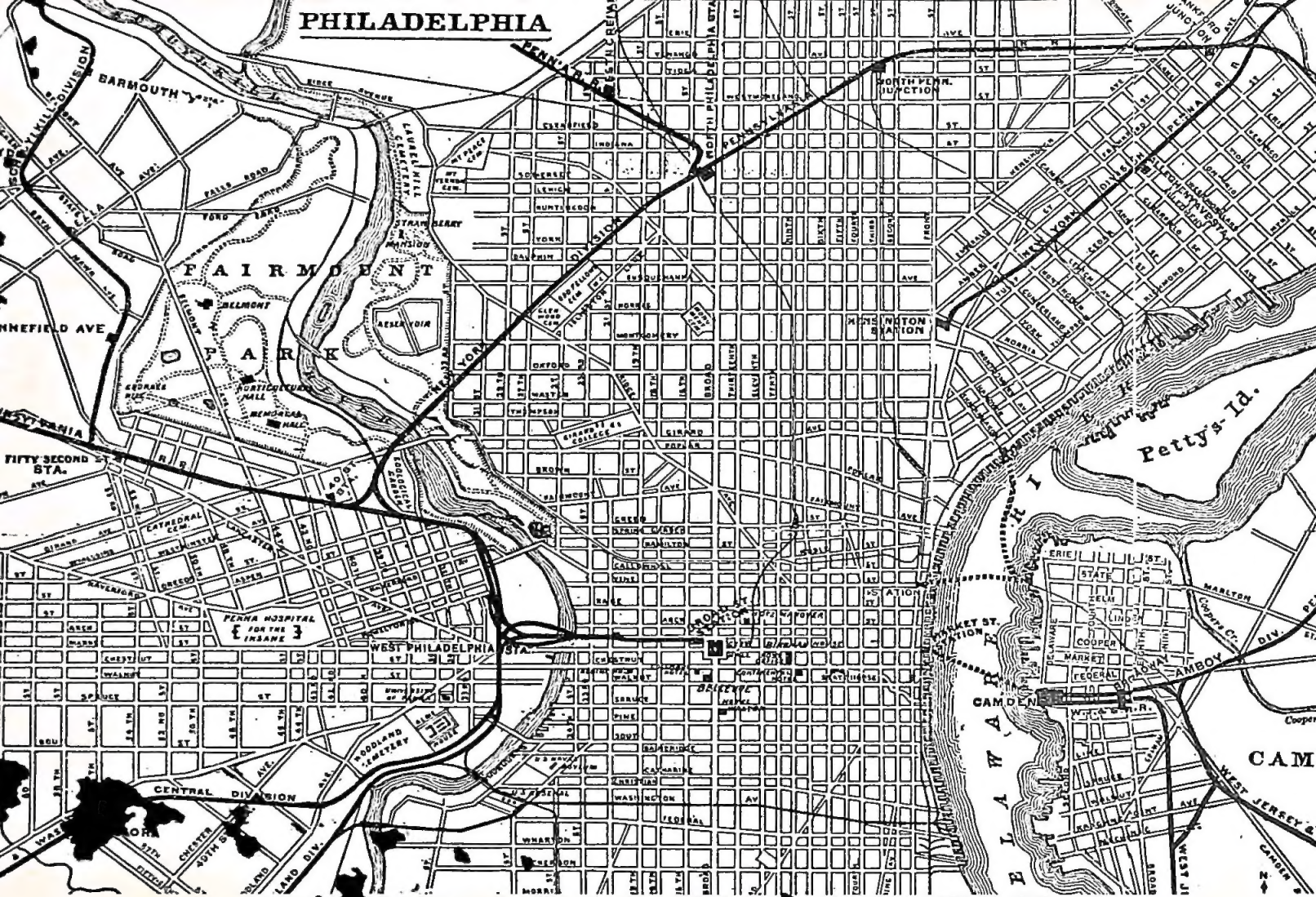
WEST PHILA 1903



30th ST STA 1933



PHILADELPHIA



This 1952 map shows the location of the Broad Street Station and Park layout from 1881 to 1952.

COVER

Filbert Street side, looking East from 17th Street, about 1905

A brief history and pictorial review of the famous Broad Street Station, a PRR landmark in Philadelphia from 1881 to 1952. In this book you will see pictures showing the growth and development of the station.

Leave Phila- delphia (Broad St. Sta.)	Leave West Phila- delphia.	Leave North Phila- delphia.
$\frac{A}{4}$	$\frac{A}{4}$	$\frac{A}{4}$
4.28	c 4.32	8 3.55
4.40	c 4.44	8 4.42
5.12	c 5.16	8 4.54
5.58	c 6.02	8 5.25
6.40	c 6.44	c 6.12
7.00	c 7.04	c 6.53
8.00	c 8.04	c 7.13
8.03	c 8.07	c 8.14
9.00	c 9.04	c 8.16
		c 9.13

As many of the pictures were not dated it was difficult to determine when they were taken. Therefore, many of the dates shown have been approximated as closely as possible.

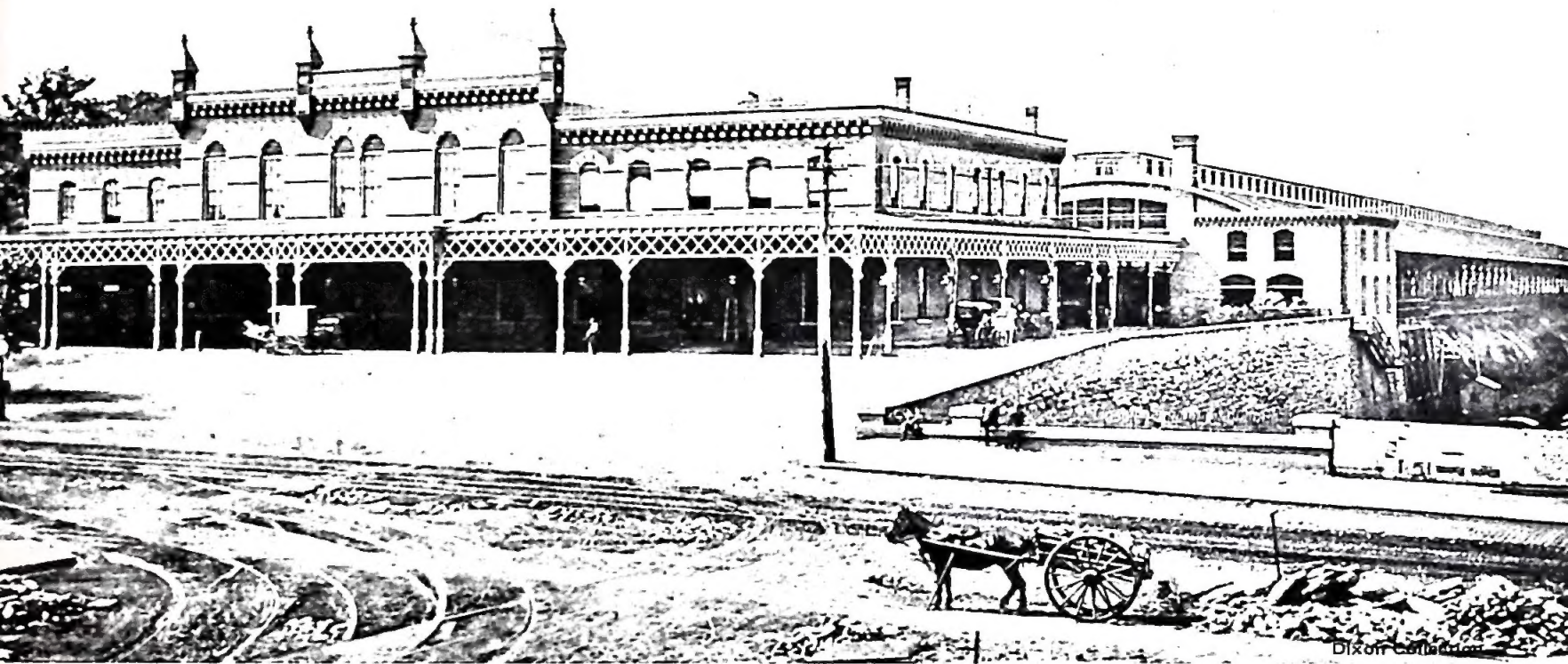
Pictures are from the collections of Bill Gorman, Editor PRR MUTUAL MAGAZINE; R. P. Fitzgerald, Ralph Dixon and Edwin P. Alexander. Freeman Hubbard, Editor of RAILROAD MAGAZINE, also assisted, as well as the Philadelphia Chapter of the NATIONAL RAILWAY HISTORICAL SOCIETY. Other pictures are from my collection.

MAY - 1972

Compiled, edited and published by

HARRY P. ALBRECHT

Publisher of Steam Locomotives of Yesteryear



This station faced on Market Street at Lancaster Avenue just east of 32nd Street. It was built in preparation for handling of passenger traffic to and from the Centennial Exhibition in 1876 and at that time was capable of handling the movement of more trains than any other station in the country. This station was in service until the opening of the Broad Street Station in 1881. It was destroyed by fire on Saturday April 18, 1896.

BROAD STREET STATION

Known the country over merely as BROAD STREET STATION, Philadelphia's Pennsylvania Railroad terminal was once the finest in the world.

Before the building of Broad Street Station the Pennsy had no central passenger terminal. Its main station at that time fronted on Market Street and Lancaster Avenue and was bound on the west by 32nd Street. It had been built especially to care for the throngs of travelers from all parts of the country attending the Centennial Exposition in Philadelphia in 1876.

Feeling the need for a new terminal more adequate to handle the increasing passenger traffic, the most important terminal improvement projected was to be the extension of the passenger line from West Philadelphia to the heart of the city at Broad and Market Streets, opposite Penn Square. This project was put into motion in 1879. The volume of the railroad's traffic was so great that it was necessary to avoid any street crossing at grade, and thus the "CHINESE WALL" came into being. The new station and its tracks were to lie between Market and Filbert Streets one solid block in width. The entire track structure from the west bank of the Schuylkill River was to be elevated, and from Shock Street east to 16th Street, a distance of 2,042 feet, the road bed was to be carried on a series of segmental brick arches, eight spans 24 feet, forty-eight of 26 feet, and four over cross streets of 50-foot span each. Fifteenth Street was crossed by a plate-girder span (see construction picture page 11). This work was not begun until 1880 and the first Broad Street Station was opened Monday December 5, 1881. It is interesting to note that the cost including the approaches from West Philadelphia was \$4,272,268.53. This original building formed the north portion of Broad Street Station.

Early in 1892 plans were submitted for the enlargement of the station building and increasing the track capacity, and as a result the newly acquired area on Broad and Market Streets was improved with a ten-story office building surmounted by a tower, and the passenger facilities were extended for the whole distance between Filbert and Market Streets. The front structure was designed by Frank Furness, first "modernist" United States architect. (This became the Penny's General Offices in July 1894).

A great arched train shed was constructed 306 feet wide, spanning the entire distance between Market and Filbert Streets. It was 591 feet long and at its highest point rose 100 feet above the tracks. This roof was covered with glass.

In 1931 the station celebrated its Golden Anniversary and it is estimated that probably half a billion people had passed through the portals since it was first opened in 1881. It is said that the number of trains which had moved in and out of the station ran into millions.

The last train left Broad Street Station, Sunday, April 27, 1952 and the famous old station was closed forever as the new 30th Street Station became the PRR's main station in Philadelphia.

If you lived in or near Philadelphia, as I did, or perhaps visited on occasions, it is hoped that these pictures will bring back happy and fond memories, if you had the pleasure of departing or arriving in Broad Street Station.

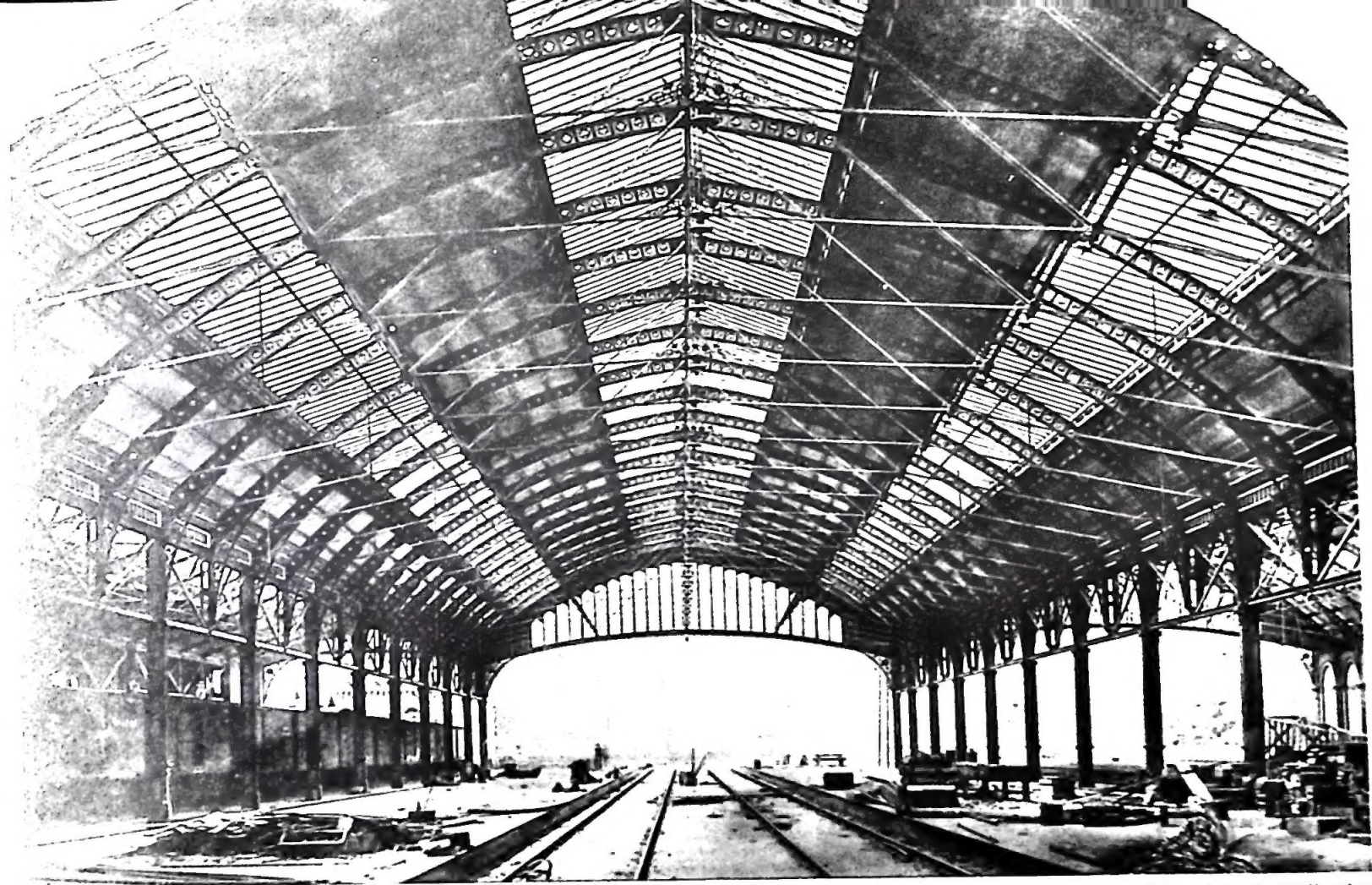


Harry P. Albrecht



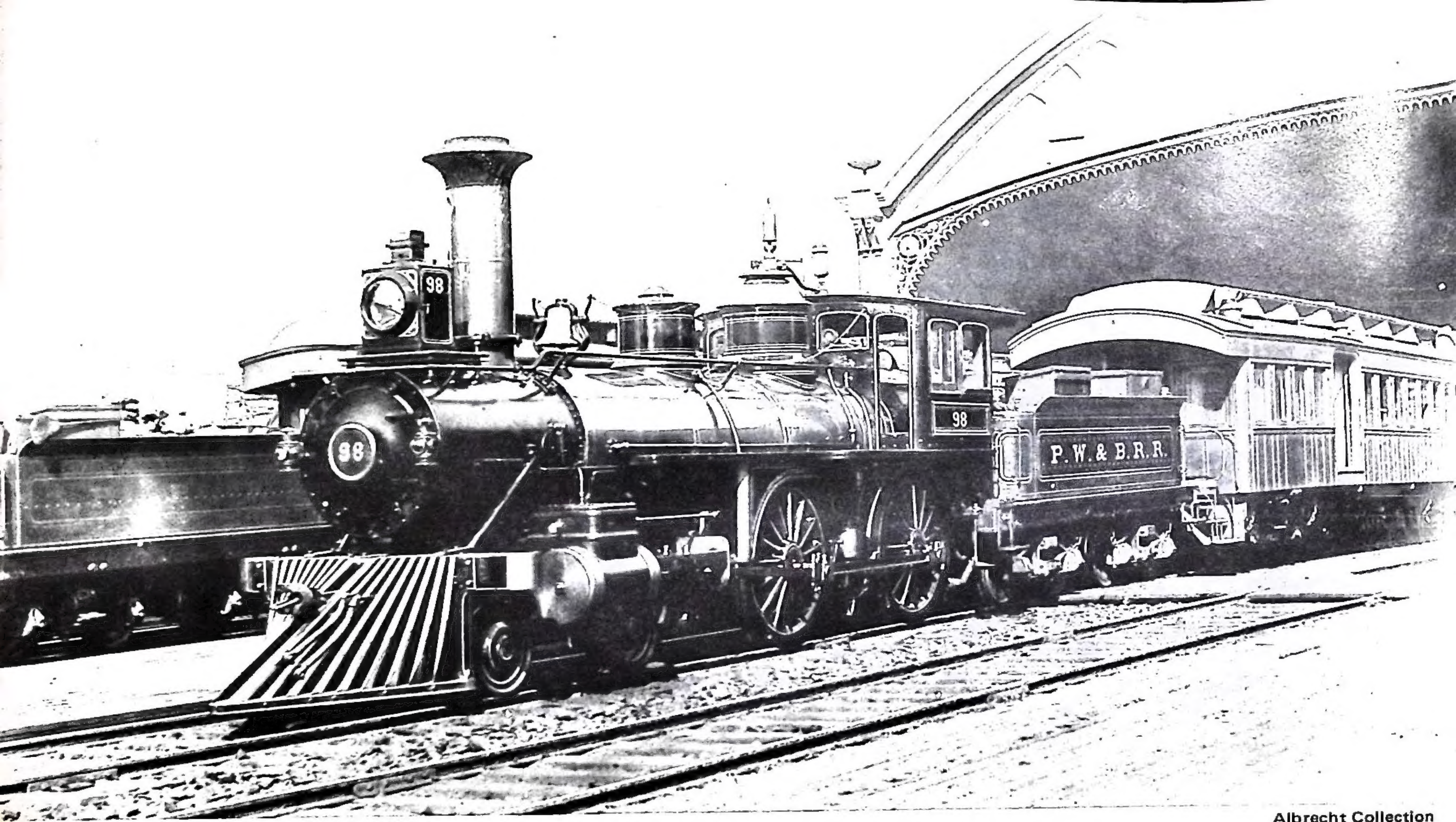
Site of Broad Street Station, Philadelphia, in 1879. These houses stood on Merrick Street, now called Broad, facing Penn Square. At the right is the Filbert Street corner.

Reprinted from MUTUAL MAGAZINE



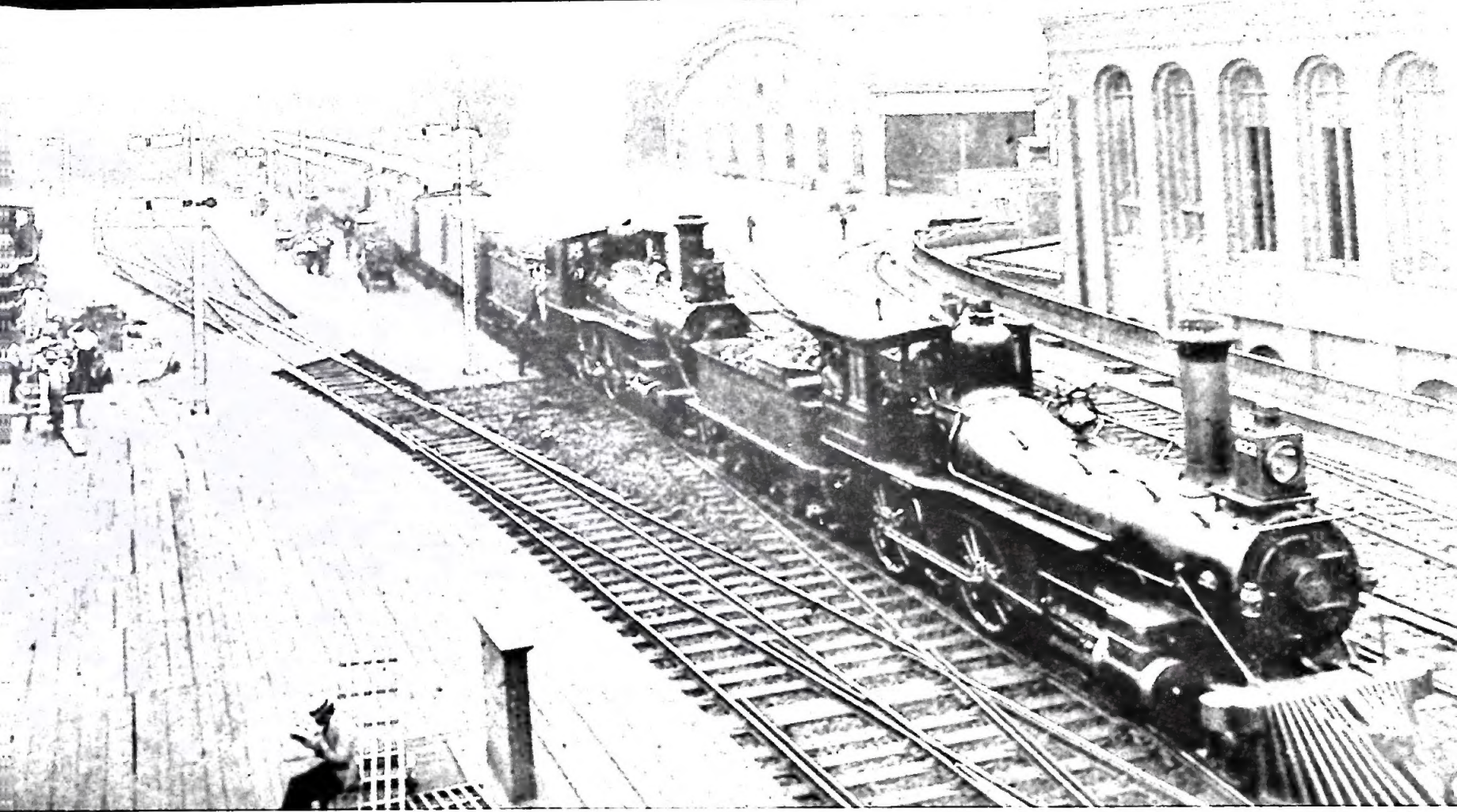
Showing the erection of the four sheds, during the building of the first Broad Street Station which was started in August 1880. This view looking out from under one of the sheds shows the type of construction used at that time.

E. P. Alexander Collection



Albrecht Collection

In March 1881 trains of the Philadelphia, Wilmington & Baltimore Railroad were transferred from Broad & Washington Avenue to Broad Street Station. Here is PWB engine No. 98 Class BA(D2a) which had cylinders 18" x 24" — 68" drivers and a steam pressure of 120 lbs, built at Altonna in 1881, about to depart from Broad Street. The type of baggage car is rather unusual.



About 1883. This is the PACIFIC EXPRESS (train No. 153-3) just leaving with lead engine No. 672 Class D8a built at Altoona 1883.

Reprinted from NRHS Bulletin



The train on track No. 8 is believed to be the PACIFIC EXPRESS about to depart with a class D8a locomotive (Altoona 1883) on the head end. All other engines are probably the same class, except the switcher on track No. 3. perhaps a class M(B3). About 1883.

Albrecht Collection



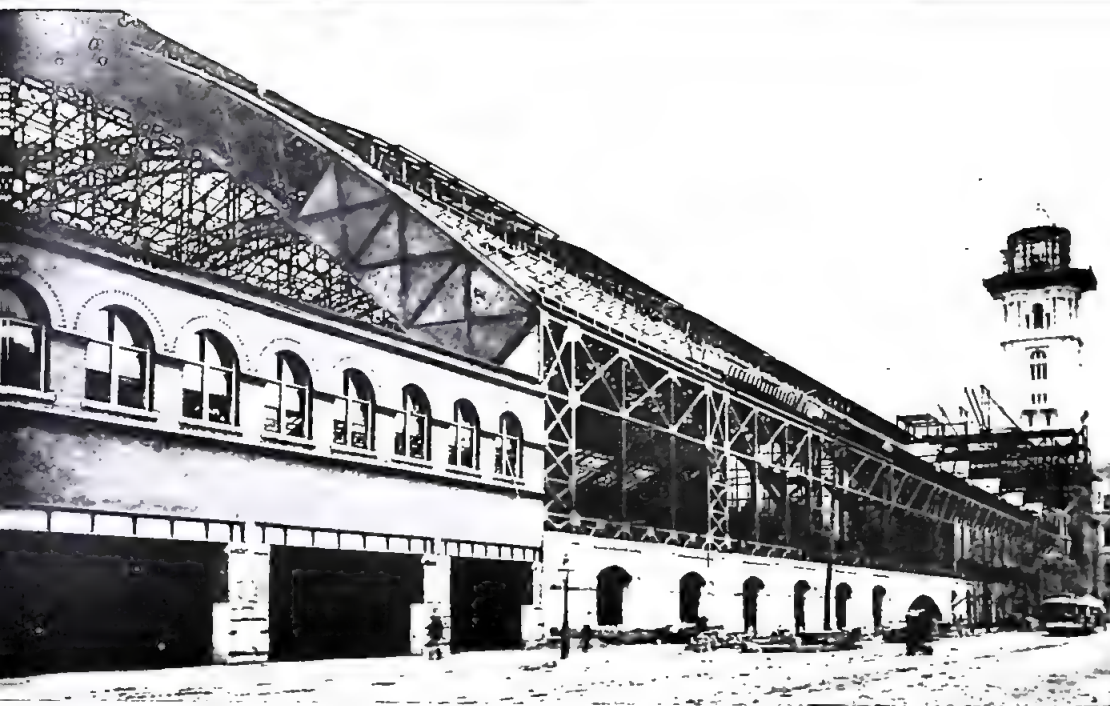
Albrecht Collection

In 1889 cable cars rounded City Hall passing the front of the station (street cars rounded this corner until 1957). This shows how the original station appeared before the new section, which made the building reach from Filbert to Market Streets, was added and before the huge train shed was erected.



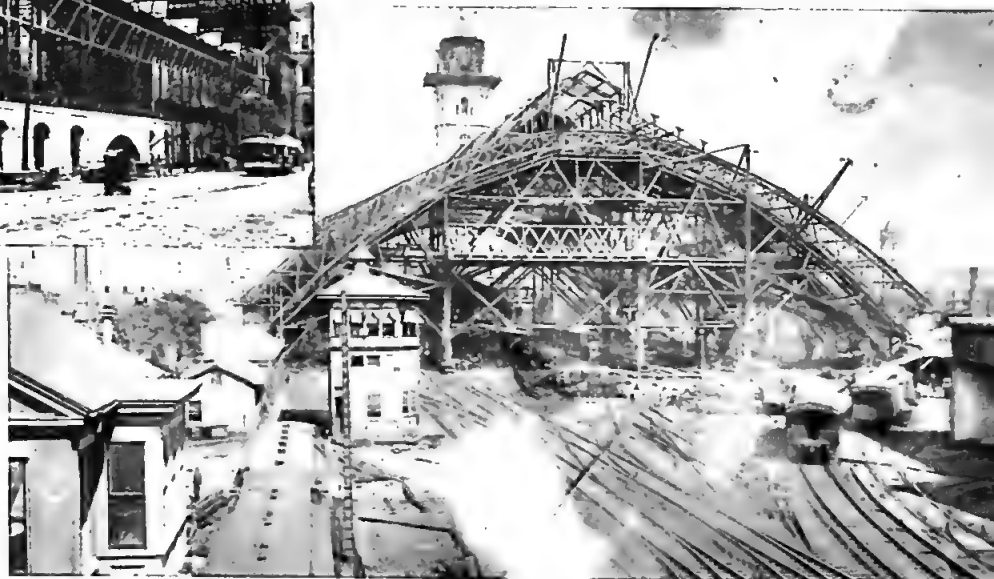
This picture was taken from the 17th Street tower about 1891. We are looking east and as mentioned the station at that time had four individual sheds accommodating only 12 tracks. The locomotives appear to be Class D10 built at the Altoona Shops 1890.

Albrecht Collection



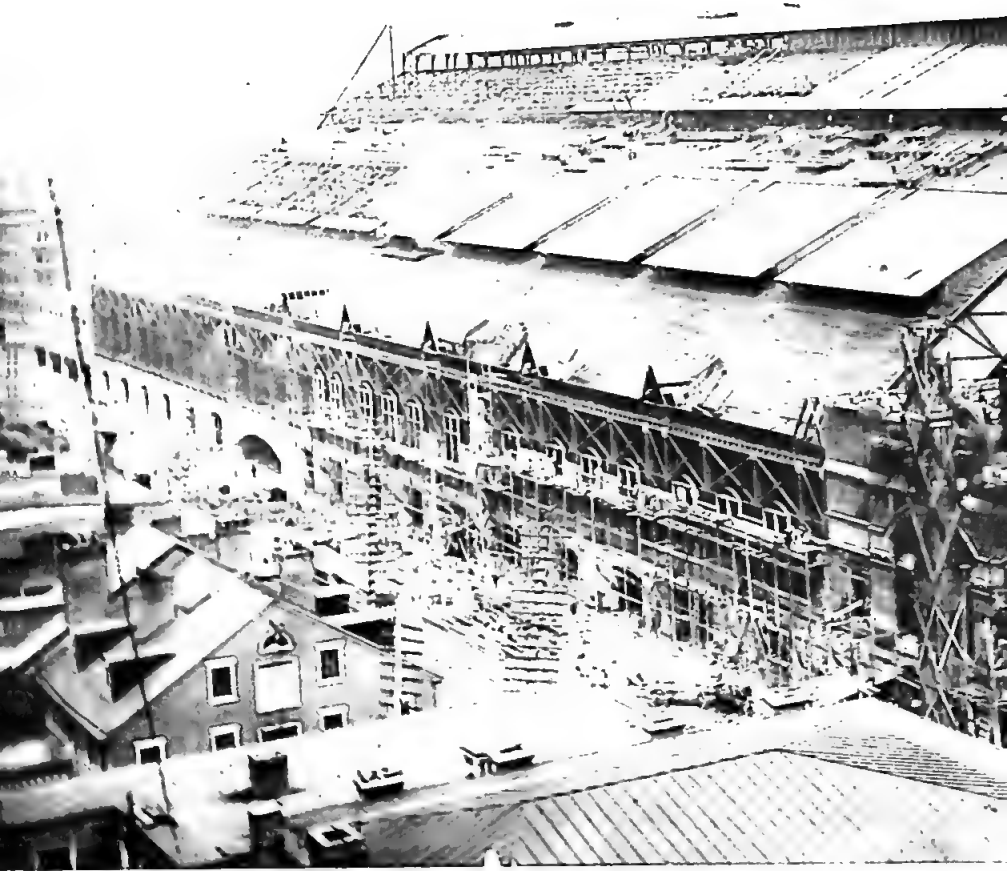
Albrecht Collection

Early in 1892 plans were submitted for enlarging the station building by acquiring the property along Market Street between 15th and 16th Streets and for increasing the track capacity by squeezing the tracks closer together, lengthening the train shed and provide more flexible movements through the throat approaches. This is how the construction of the train shed appears sometime in 1892. We are looking east from 17th and Market Streets. The shed and the City Hall tower at that time were both well under way.

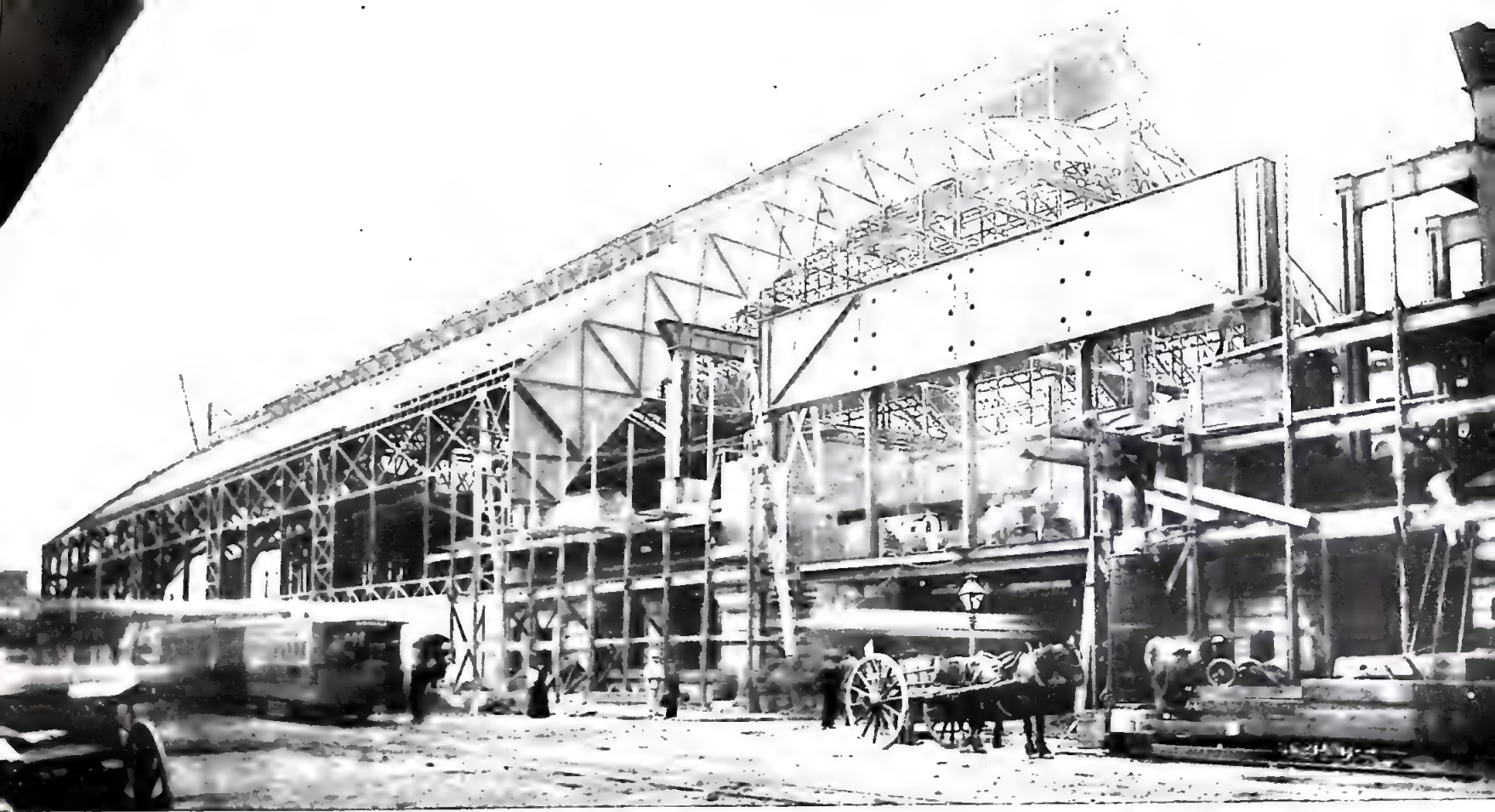


E. P. Alexander Collection

About the same street location, at track level.

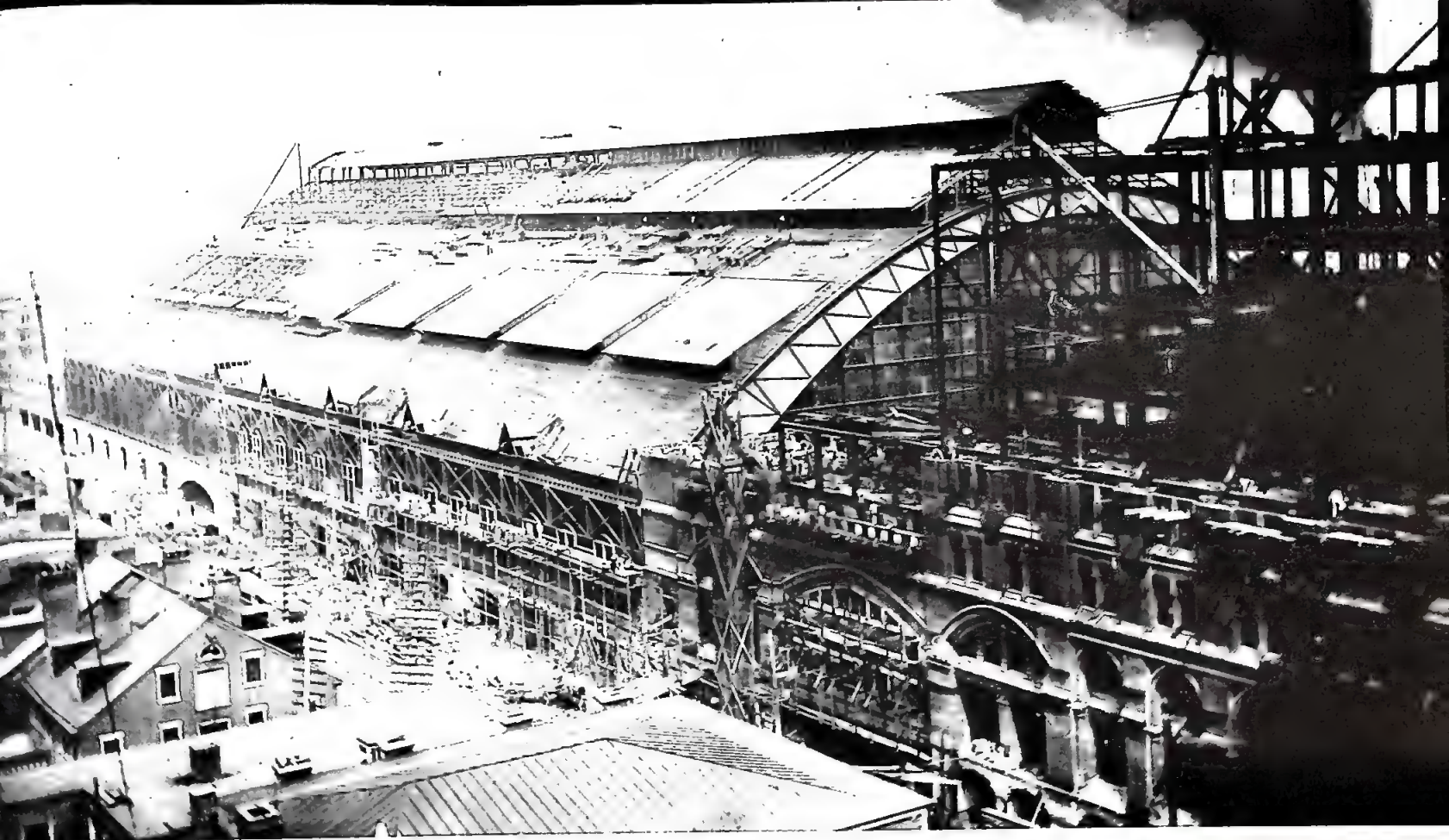


Here is another view looking west on Market Street. Work building and it is fast nearing completion sometime in 1892.



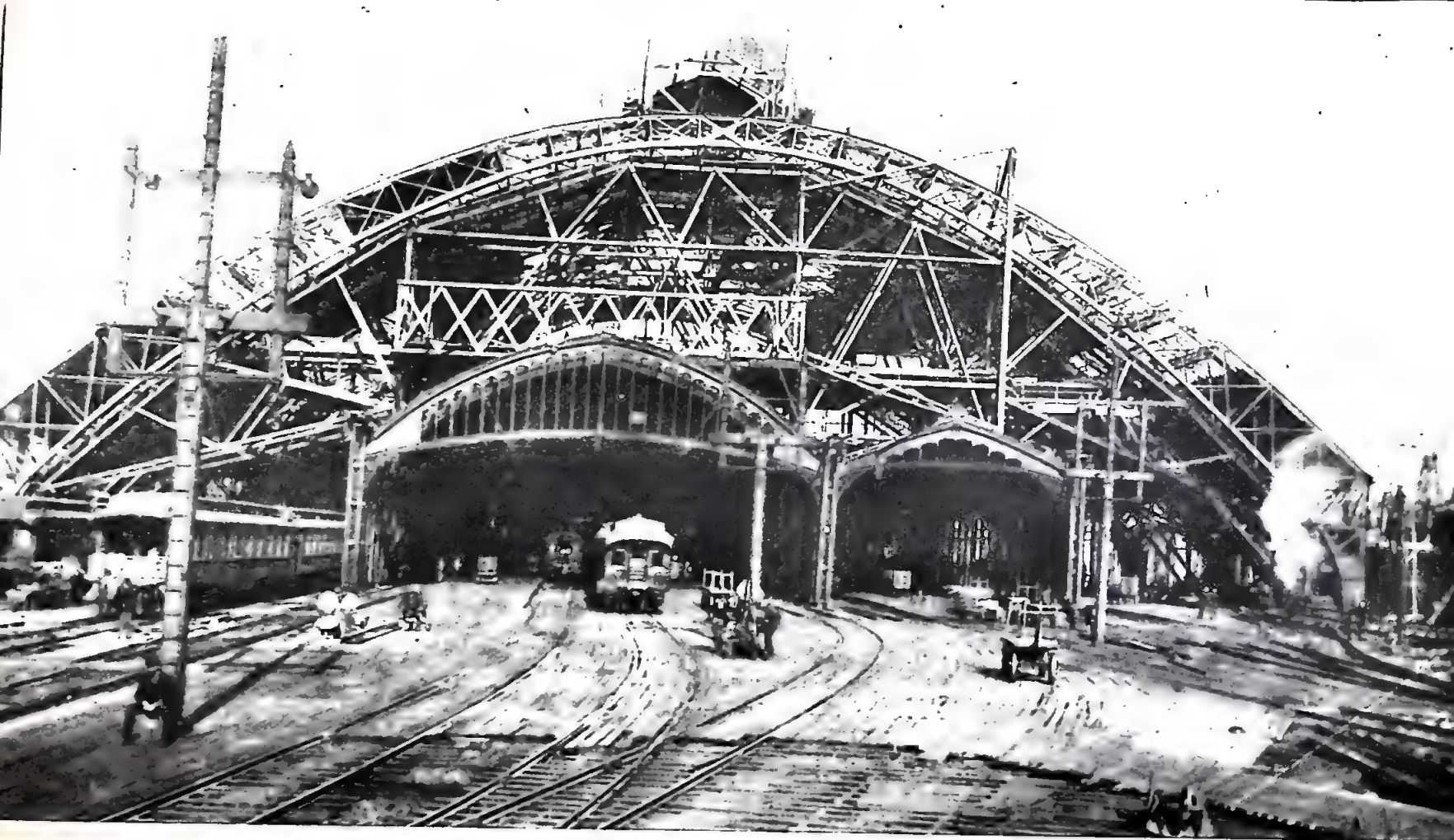
Albrecht Collection

This view looking west on Market Street shows the train shed and the building rapidly progressing. Workmen are placing a giant girder, 88 feet by 10 feet, 6 inches, weighing 110,780 lbs., over 15th Street. Note the little upright steam engine and donkey cart helping with the construction work. (How did they ever get this giant girder up there with this equipment in 1892?)



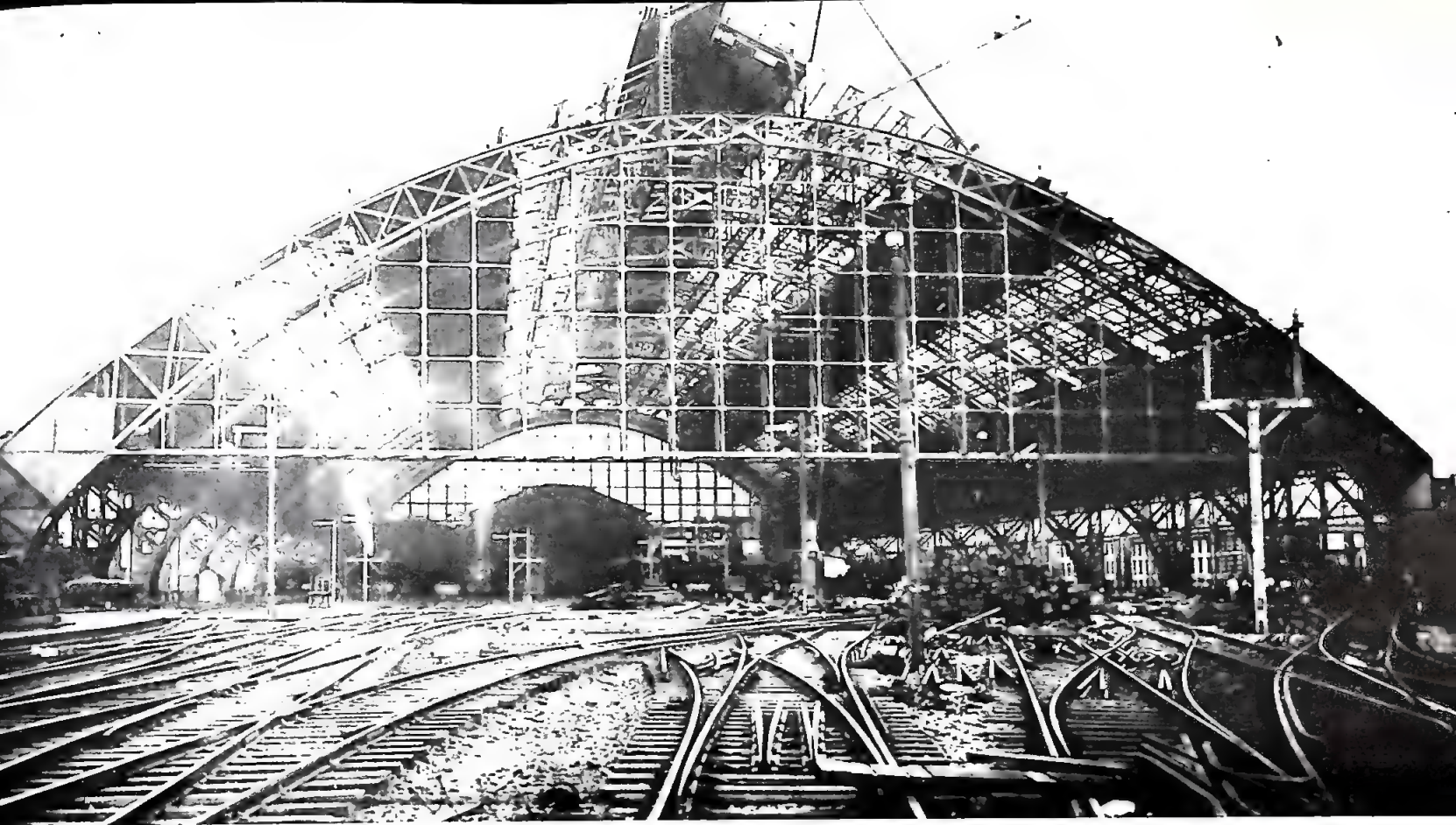
Albrecht Collection

Here is another view looking west on Market Street. Workmen are rushing work on both the shed and building and it is fast nearing completion sometime in 1892 and soon to be opened in November 1893.



The hugh train shed is being built directly over the four originał sheds. Two of these sheds can be seen in the center of this picture taken about 1892.

Albrecht Collection



Reprinted from RAILROAD MAGAZINE — Bill Gorman Collection

Here we see the work of changing the tracks, squeezing them closer together so that the four additional tracks can be added. The hugh shed is fast taking shape and two of the original sheds are still to be removed. Sometime in 1893.



Albrecht Collection

Just west of the shed, track work has almost been completed as well as the installation of the signals about 1893.





Albrecht Collection

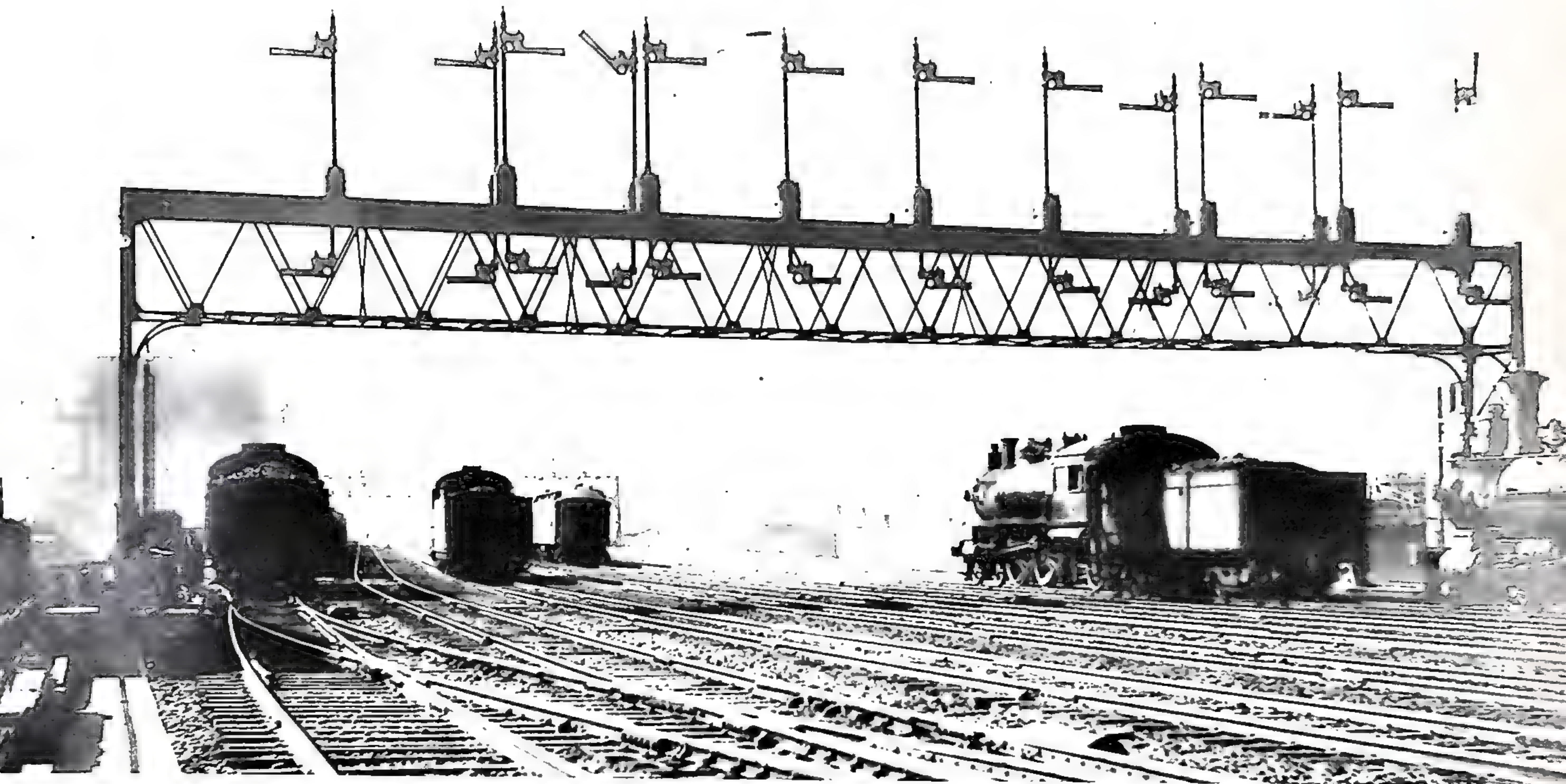
Compare these pictures which were both taken at about the same location. This one shows how the Market Street corner looked when completed. Also note there appears to be no parking problem at City Hall Plaza. These early Fords, about 1910, are directly across from the Station.

The new ten-story office building, forming the Market Street side of the station, in the process of erection. As it appeared Friday, September 8, 1893.



Reprinted from RAILROAD MAGAZINE — Bill Gorman Collection

This picture, looking west towards the throat, was probably taken soon after the station had been rebuilt and the immense train shed was completed sometime in 1893. The locomotives are class D8a.



This is the "throat" and one of the signal gantrys, just west of the station about 1902. The locomotives awaiting their assigned trains appear to be class E3. The engine, part of which can be seen to the extreme right, could be a D14a.

Albrecht Collection



NW Corner of 18th & Market Sts. Gimbel Brothers delivery wagon parked at PRR freight office. The throat approaches to Broad Street are directly behind this building.



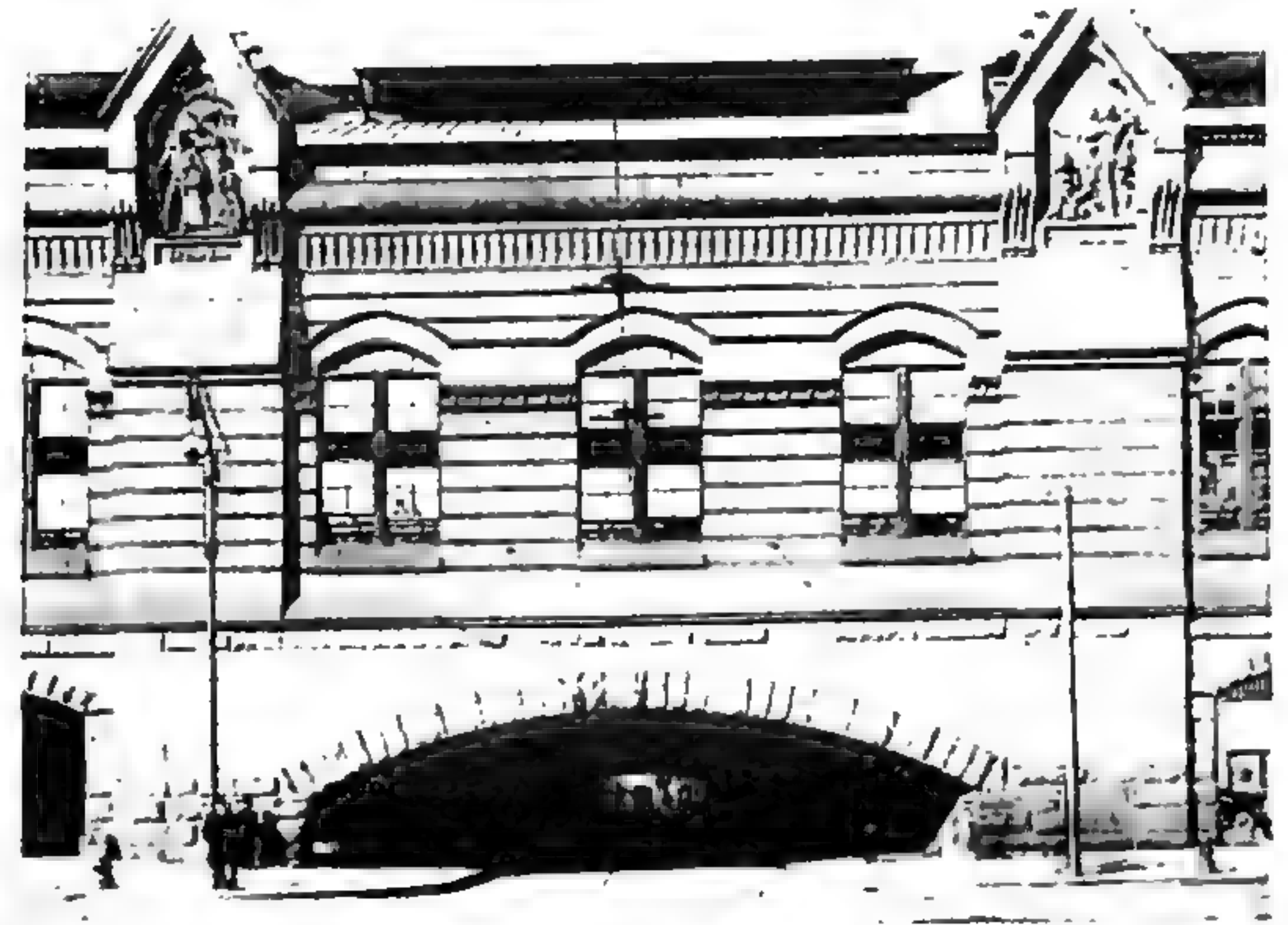
Hugh ornamental roof plaques decorated the Market Street side. Looking east from 18th Street a few can be seen.

M
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Directly across the street on the NE Corner. ADAMS EXPRESS and facilities for team deliveries.

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Albrecht Collection

One of the arches carrying the shed and tracks across 16th Street.

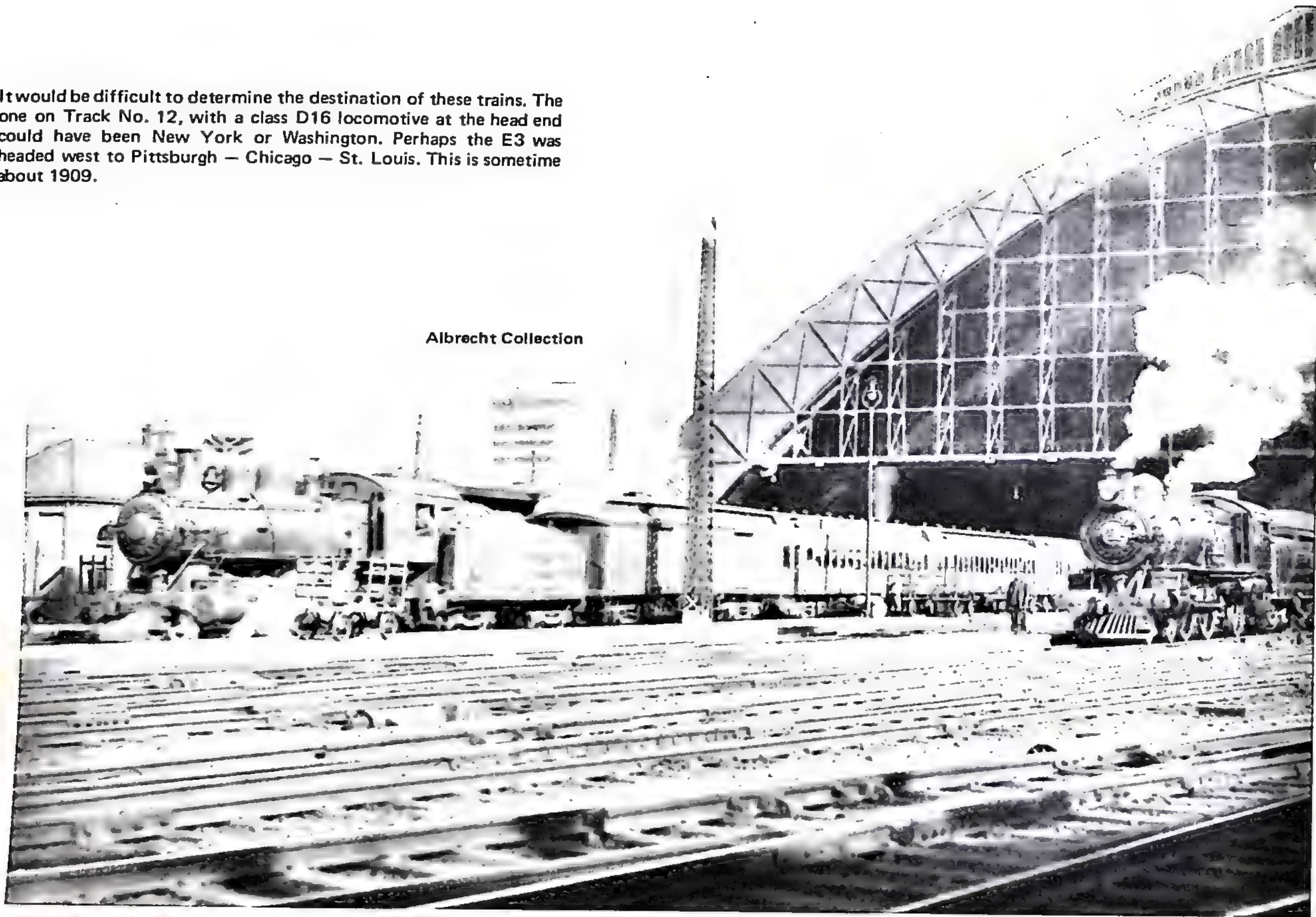


Albrecht Collection

Perhaps you may have raced across this bridge to catch your train; you will recall it connected the Broad Street Station with the Commercial Trust Building at 15th and Market Streets. Note the horse drawn cab appears to be looking for a chance to get across Market Street. How about the line of trolley cars all headed for Market Street Ferries, Wednesday, October 2, 1907.

It would be difficult to determine the destination of these trains. The one on Track No. 12, with a class D16 locomotive at the head end could have been New York or Washington. Perhaps the E3 was headed west to Pittsburgh — Chicago — St. Louis. This is sometime about 1909.

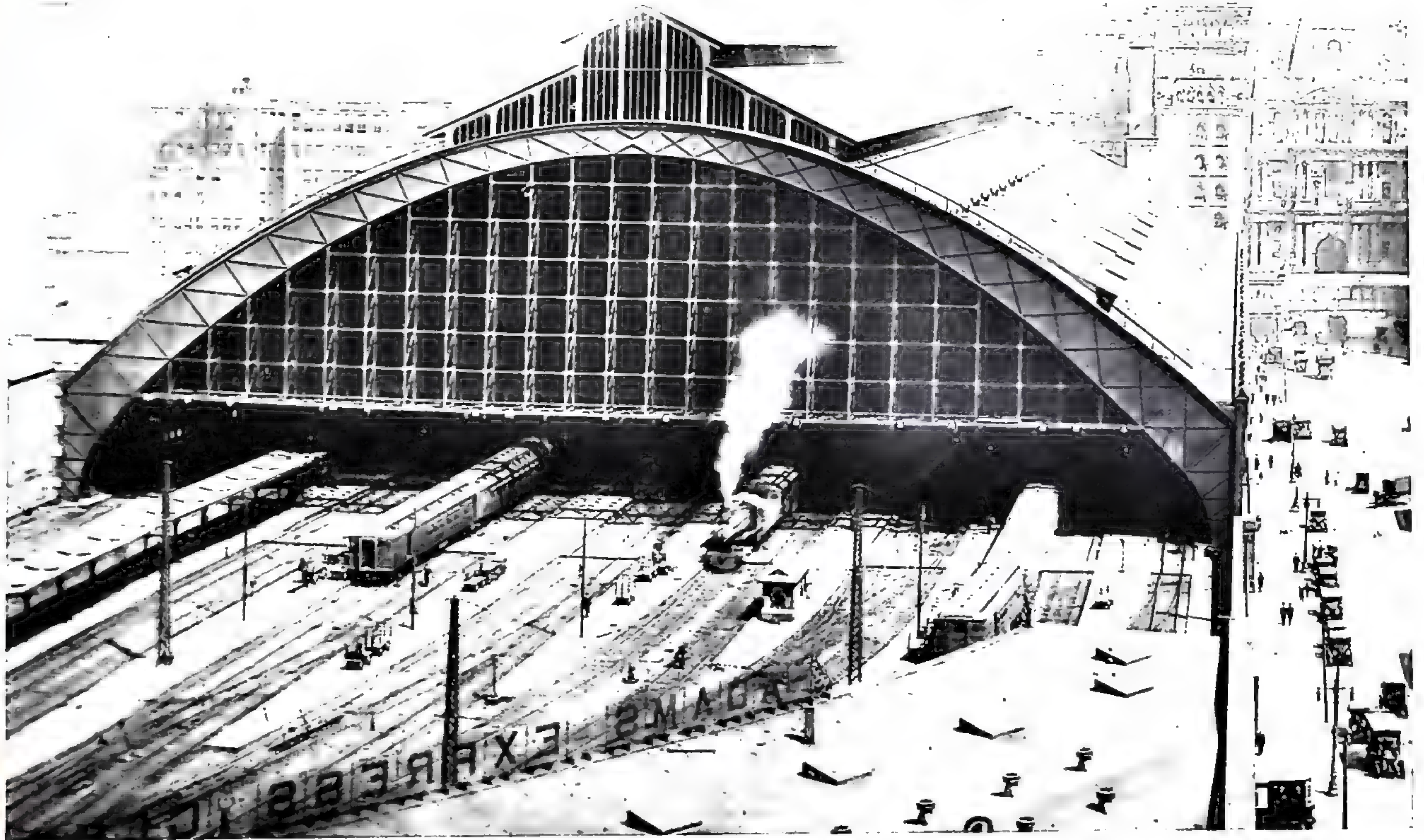
Albrecht Collection





Albrecht Collection

"Pay-as-you-enter" trolleys, wagon teams and a few automobiles passing the station about 1910. One guy seems to be having trouble cranking his auto. Also this picture gives an excellent view of the connecting bridge over Market Street at 15th Street.



Dixon Collection

1893 to 1923

About 1916 — D16 with local train — ADAMS EXPRESS — Trolley coming out under 17th Street.



Dixon Collection

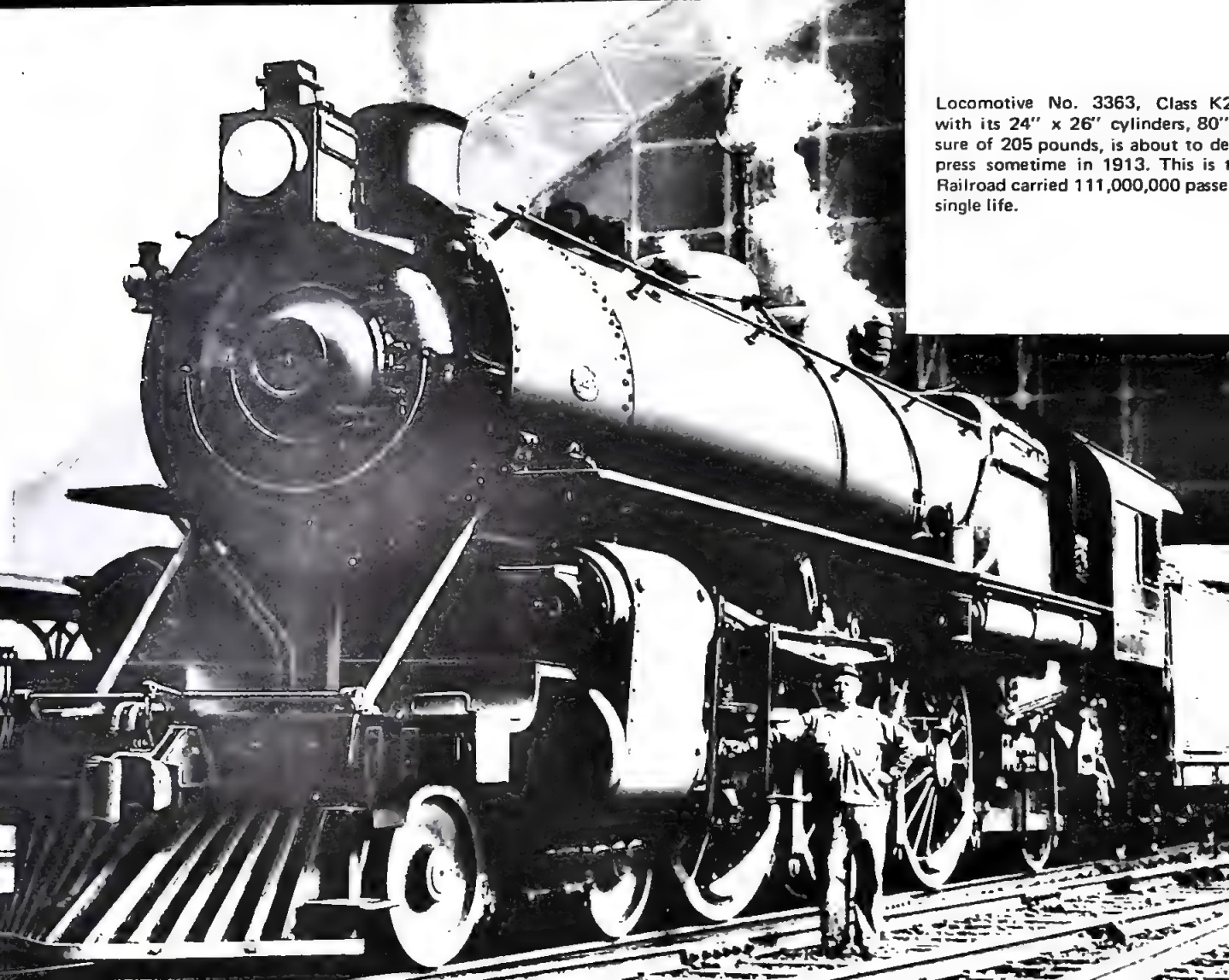
1923 to 1952

"Umbrella" shelters have replaced the train shed. This is sometime in 1923. A B6 switcher is placing a New York Express — Plenty of activity.

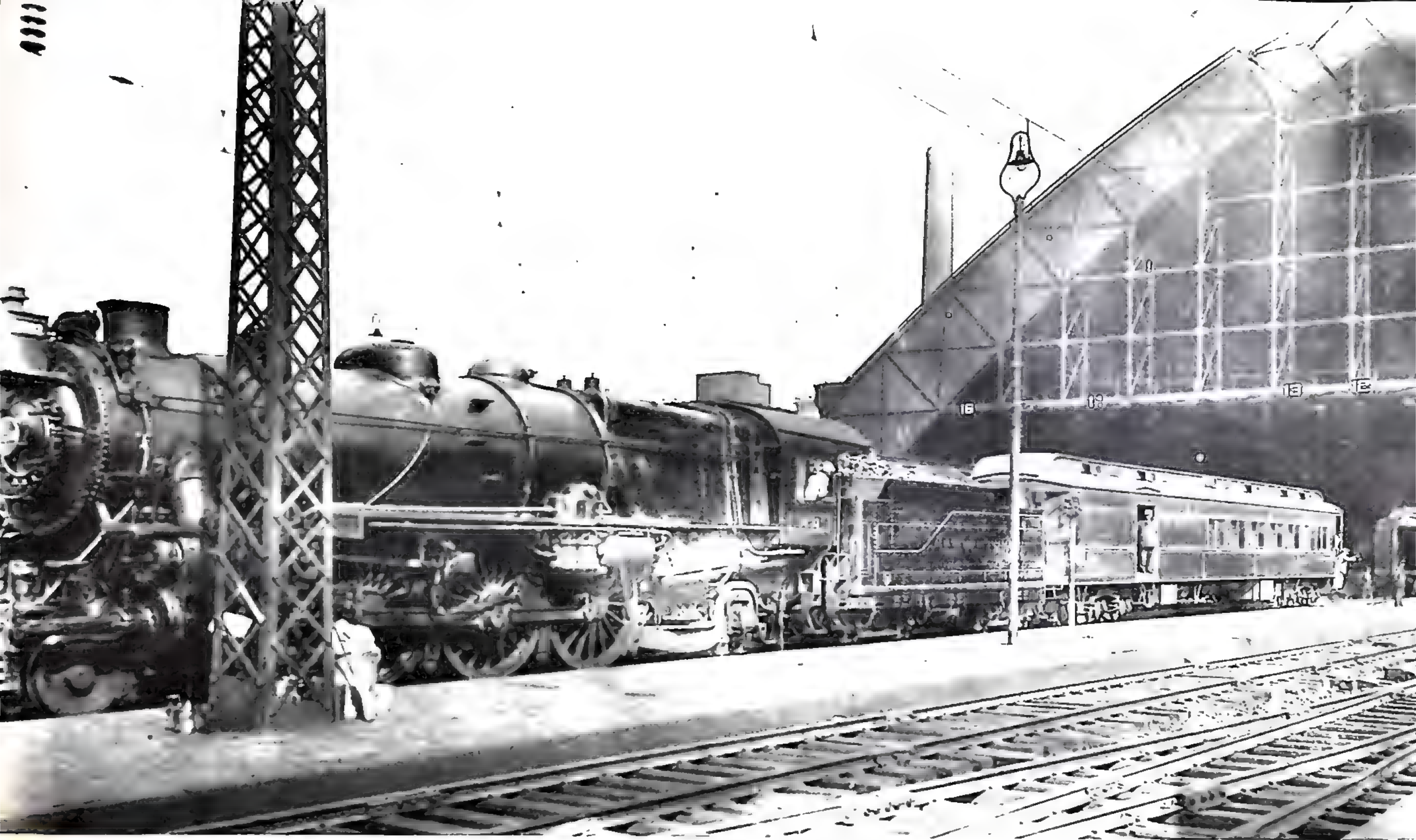


Albrecht Collection

A very rare and unusual picture taken at about 20th & Cuthbert Streets, sometime in 1913. This gives an excellent view of the track layout and approaches as well as the signal gantrys. In the foreground are the car storage yards for the P-54 cars, used on local trains. Also note the turntable and water tank. The switcher looks like a B6 and the two "light" engines appear to be class E3 and D16. The D16 with its local train has a clear board — could be a Media local.



Locomotive No. 3363, Class K2 with its 24" x 26" cylinders, 80" stroke of 205 pounds, is about to depart sometime in 1913. This is the Railroad carried 111,000,000 passengers in its single life.



K4 No. 3731 backing a combine Baggage-Pullman in on track No. 12, June 1921.

Shortly before one O'Clock on the morning of Monday June 11, 1923, fire broke out under one of the platforms beneath the vast train shed. The flames spread with incredible rapidity, and within a few hours the structure with its sixteen stub-end terminal tracks, nearly two miles in length, was reduced to ruin. The fire, though brought under control about noon, continued to burn for more than two days.

Repair work started beneath the great steel skeleton before the flames were checked and was well under way by daylight. The work trains shown in this picture were pushed up to the fire lines and reconstruction was actually carried on in the midst of the still blazing wreckage.

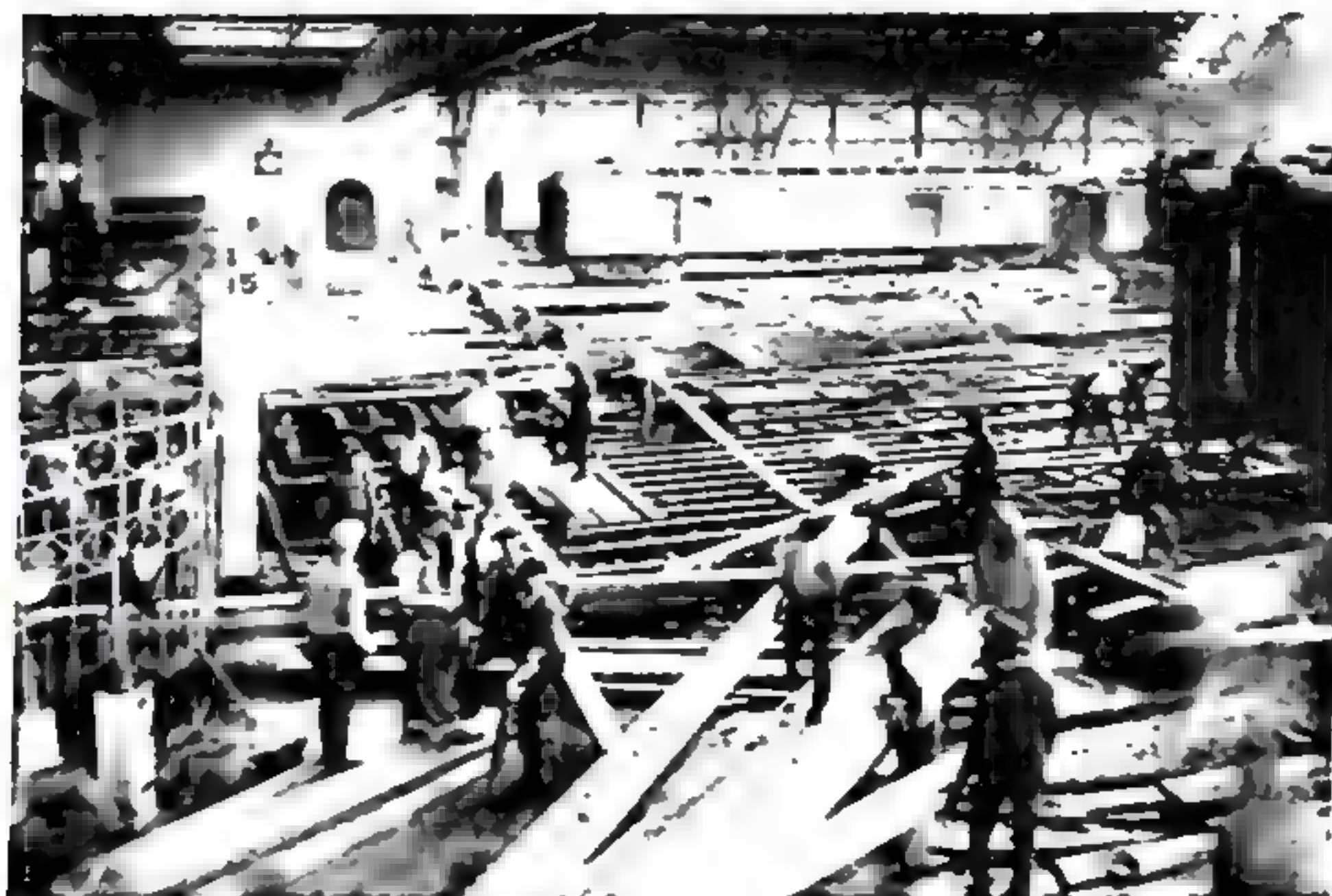
Albrecht Collection





Dixon Collection

As soon as the skeleton cooled sufficiently, trains were run to its outer end in order to utilize the tracks, platforms and "umbrella" shelters at this point. This is 17th and Filbert where temporary stairways led to Filbert Street. The building under construction is the Fox Theatre. Note early small headlight on MU Car.



Albrecht Collection

This circus car owned by Al G. Barnes was included with some of the equipment trapped when the fire started. The K4 locomotive behind the MU is No. 3681. Reconstruction of the concourse is almost completed.



Albrecht Collection

A general view of the train shed in the midst of rebuilding activities. The K4 and the two P-70 coaches are still to be removed. First platform to be completed was on the north side of the station. This is sometime in 1923.



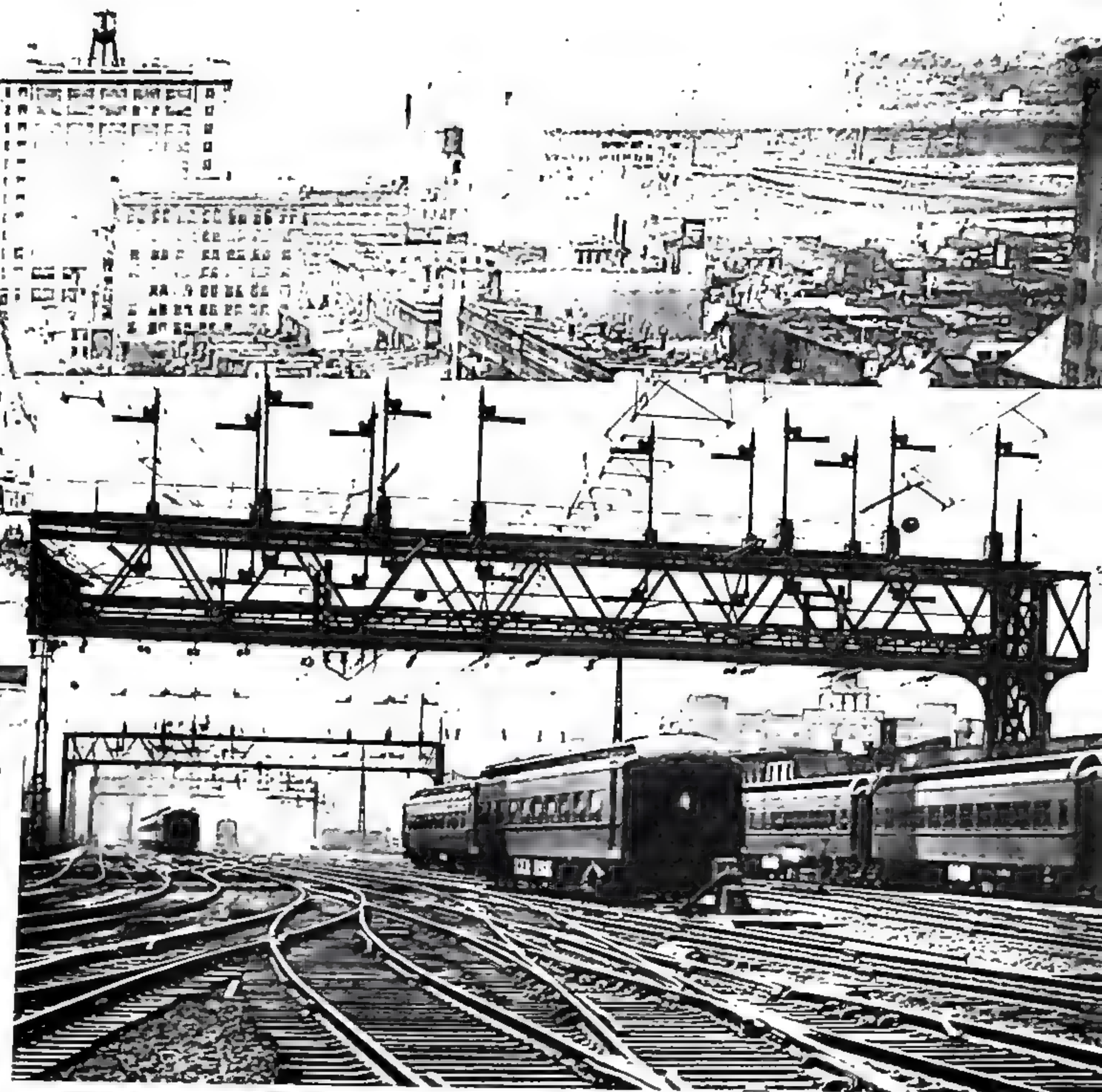
Albrecht Collection

After the fire the skeleton shed was removed and "umbrella" shelters erected. Looking east from 17th and Market Streets the work of removing the shed is nearing completion. Take a look at the traffic on Market Street. A PHILADELPHIA RAPID TRANSIT "nearside" trolley is passing a horse and wagon and note the autos with their spare tires on the rear. This is sometime in 1923.



Dixon Collection

These are the approaches and track layout, just west of the station from 18th Street, about 1928. Take note there are five signal gantrys in the short distance between 18th St. and the River (last gantry). Between gantry two and three a temporary cut-off is being built which will carry the trains to the new 30th Street Station which is being built at this time.



E. P. Alexander Collection

This track level view a few years earlier, about 1924, shows the terminal signals and switches just west of the station, controlling the movement of trains over the terminal tracks. The car on the siding (center of picture) looks like a class D78c Diner.



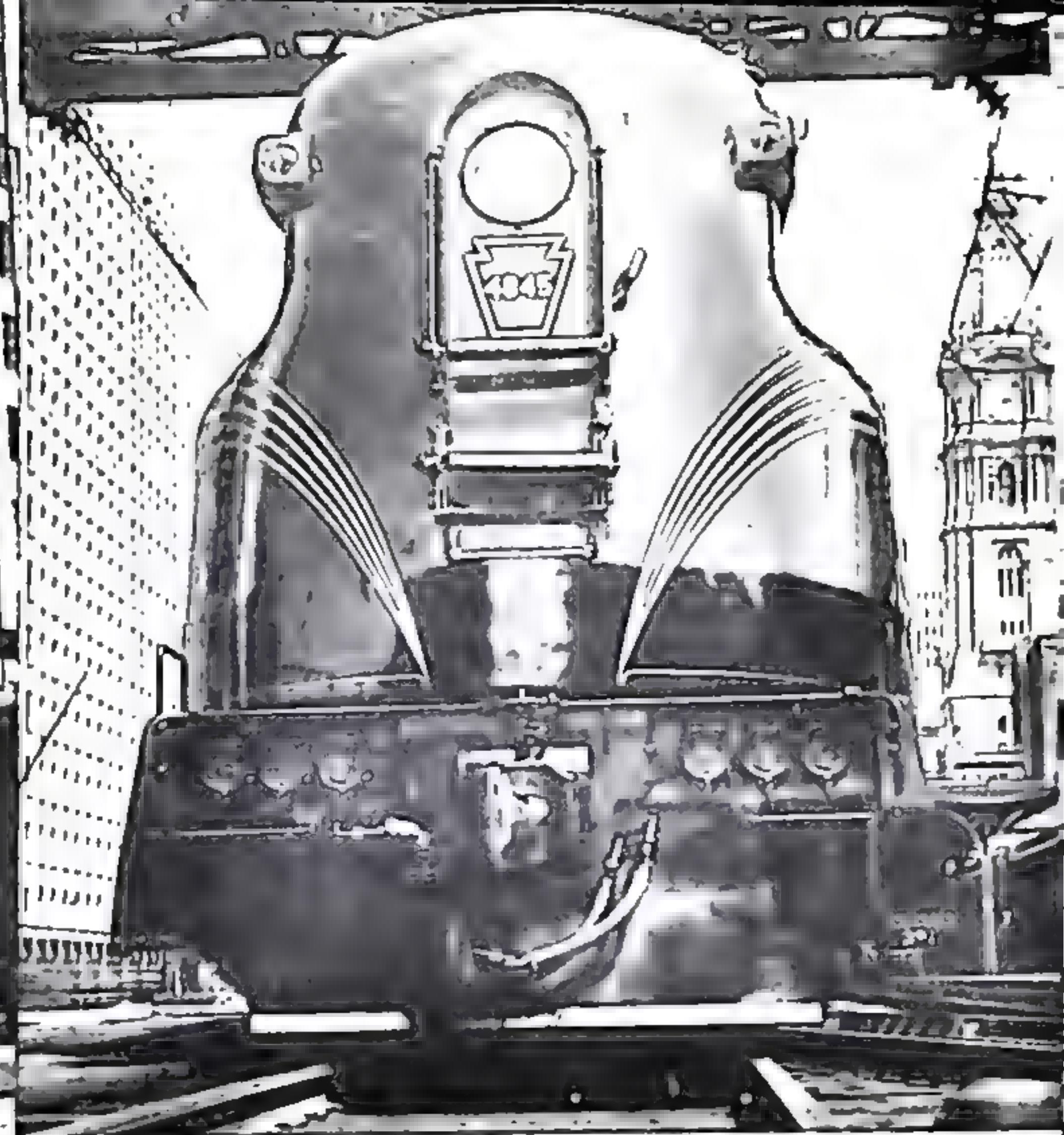
E. P. Alexander Collection

Electric train service between New York and Philadelphia was inaugurated, Monday January 16, 1933. The one O'clock train for New York left Broad Street Station drawn by Class P5 locomotive Number 4764 especially designed for that service. It was operated by engineer George T. Gould with J. E. Barbston as helper. Conductor Charles C. Dollinger, a veteran on the New York Division, had the honor of being in charge of the first electric train carrying passengers on the through run between Philadelphia and New York under electric power.



Albrecht Collection

4800 was the first of the PRR Class GG1 electric locomotives. Here she is about to depart with a "clocker" out of Broad Street about 1935. Broad Street Suburban Station building forms an interesting background.



Albrecht Collection

"Billy Penn" looks down on Broad Street Station and GG1 No. 4845 sometime in the 1940ies.



Dixon Collection

The aerial view on the left shows how PENN CENTER looked about 1960. It is being built on the location which was once occupied by the "Chinese Wall" and the Broad Street Station.



Photo by Robert Storks

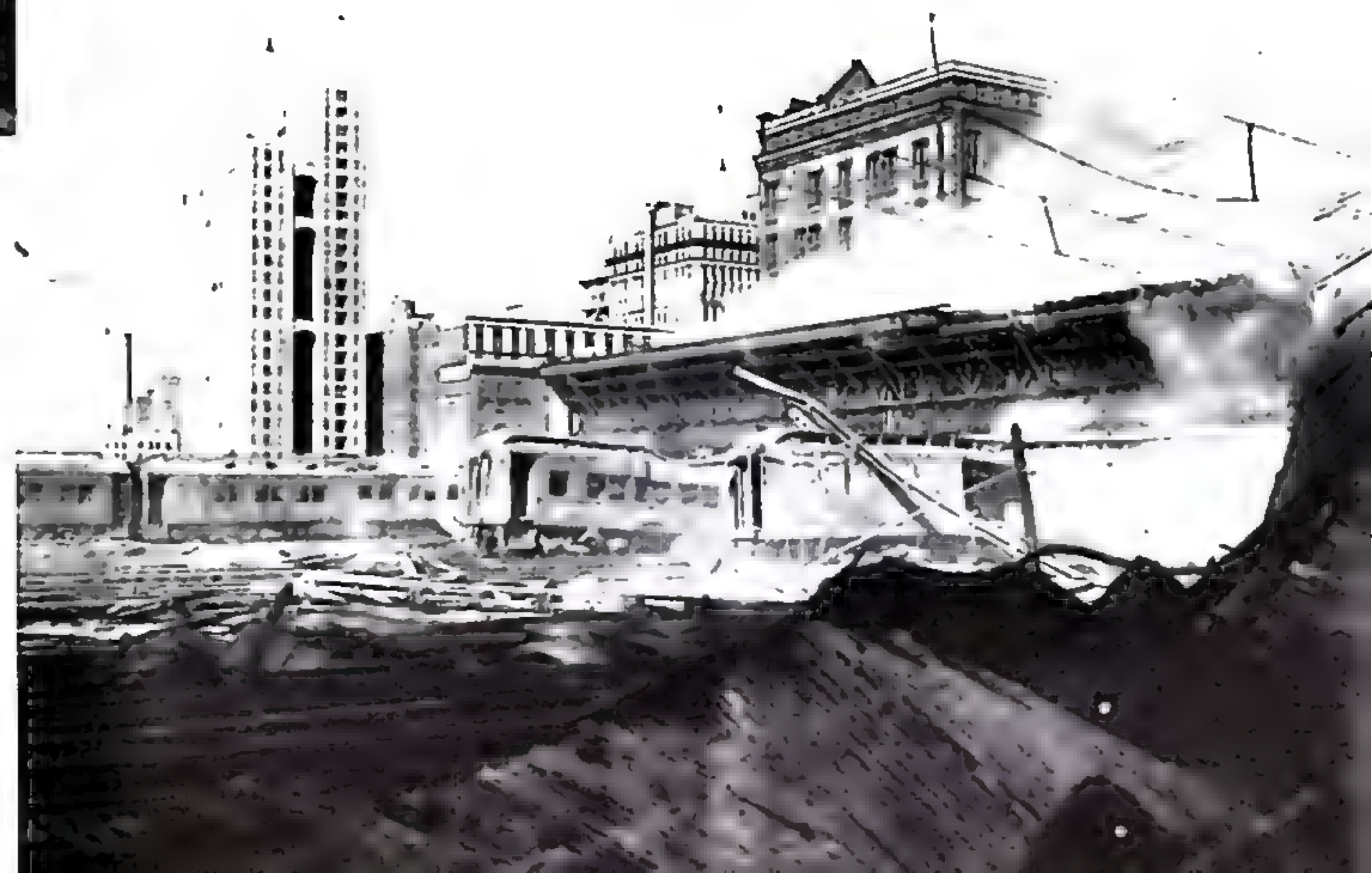
A rather unusual view of Broad Street Station taken from the roof of the Philadelphia Saving Fund Society (12th & Market Streets) in 1938. The station and track layout are directly in the center of the picture; 30th Street Station in the distance. To the right of City Hall tower is the INSURANCE COMPANY OF NORTH AMERICA building, and to the left is Broad Street Suburban Station building.



At 9:38 A.M. Sunday, September 12, 1943, the station was hit by another spectacular fire. The smoke in the background is not from locomotives but rather the start of this second fire. These engines are apparently working to remove the trains that were in the station at that time.

Both photos R. P. Fitzgerald Collection

This is the same day. As can be seen the fire gained considerable headway, destroying the "umbrella" sheds and overhead wires dropping the steel cross arms on the equipment and badly damaging the cars.



This picture, about 1948 shows the track layout as well as how the trains in and out of Broad Street Station were cut across to the tracks into 30th Street Station. The building across Market Street from 30th Street Station is the new Post Office. In the lower part of the picture to the right is the Broad Street Suburban Station building and to the left the Fox Theatre building at 16th Street.





15th & Market Streets; looking north on 15th Street.



Looking east on Market Street toward 15th Street, showing the bridge connecting the station with the Commercial Trust building. A "Peter Witt" trolley is about to cross 15th Street and to the left is the subway entrance for trains to West Philadelphia and 69th Street. City Hall tower looms in the background. About 1949.

Both photos from Bill Gorman Collection

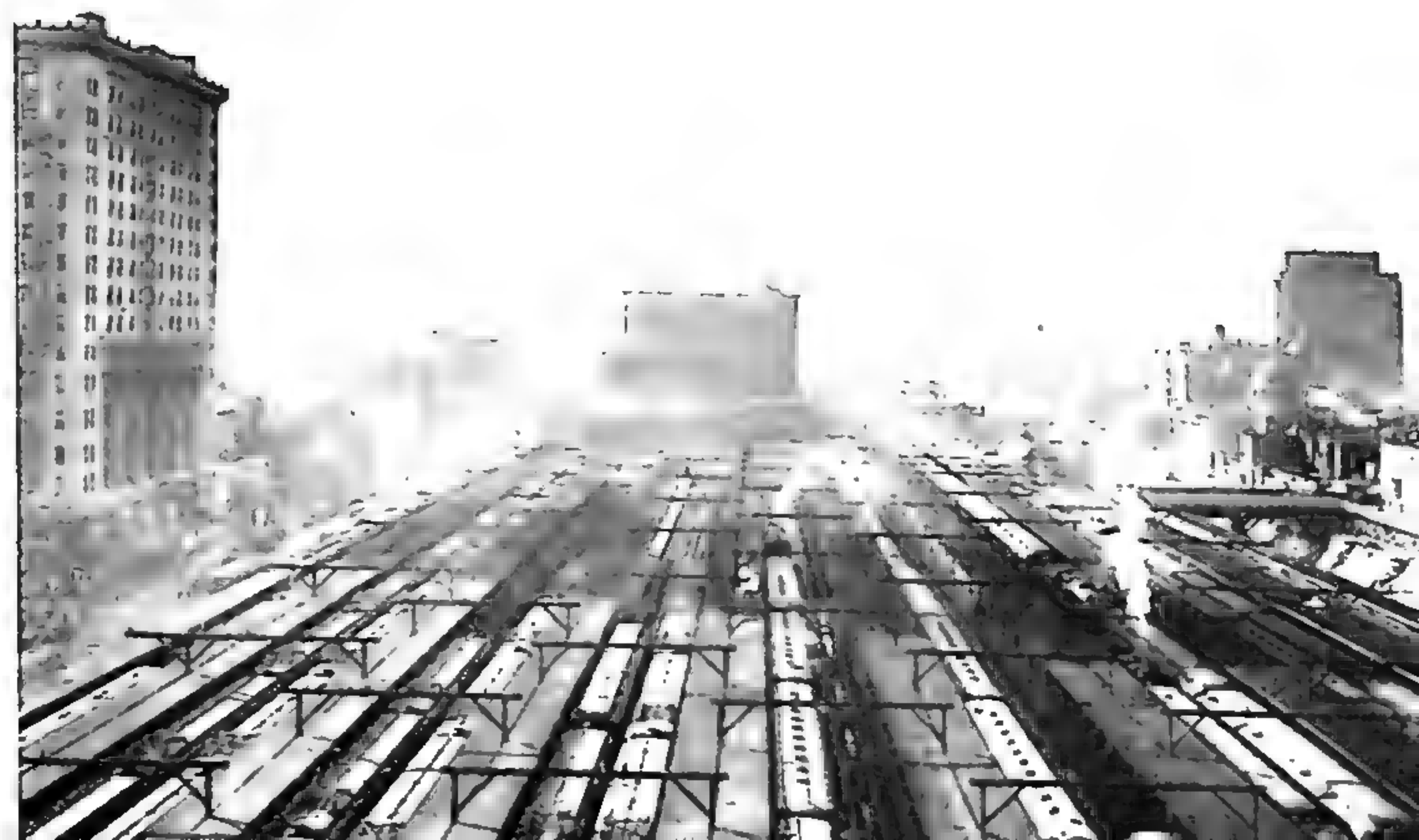


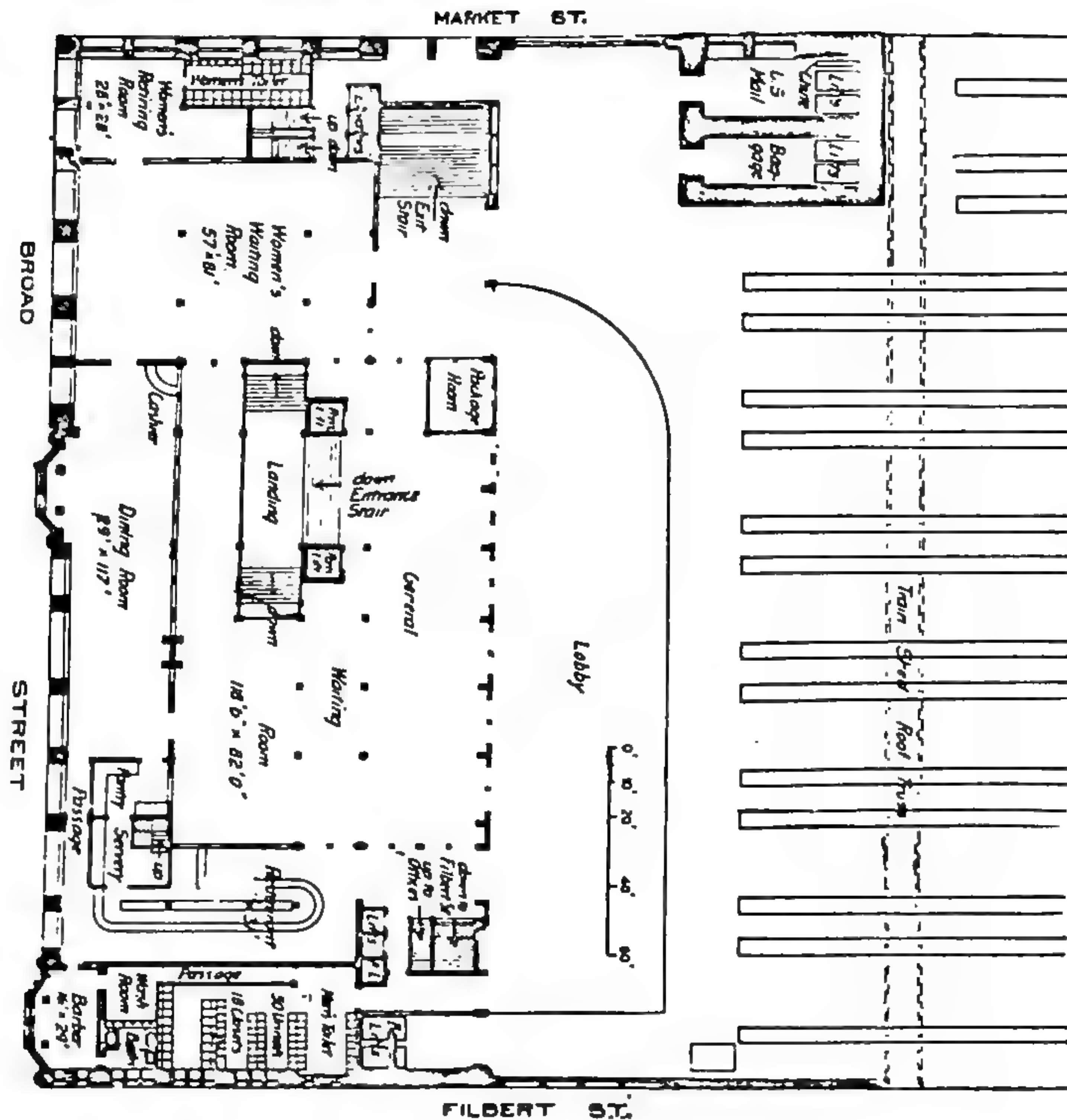
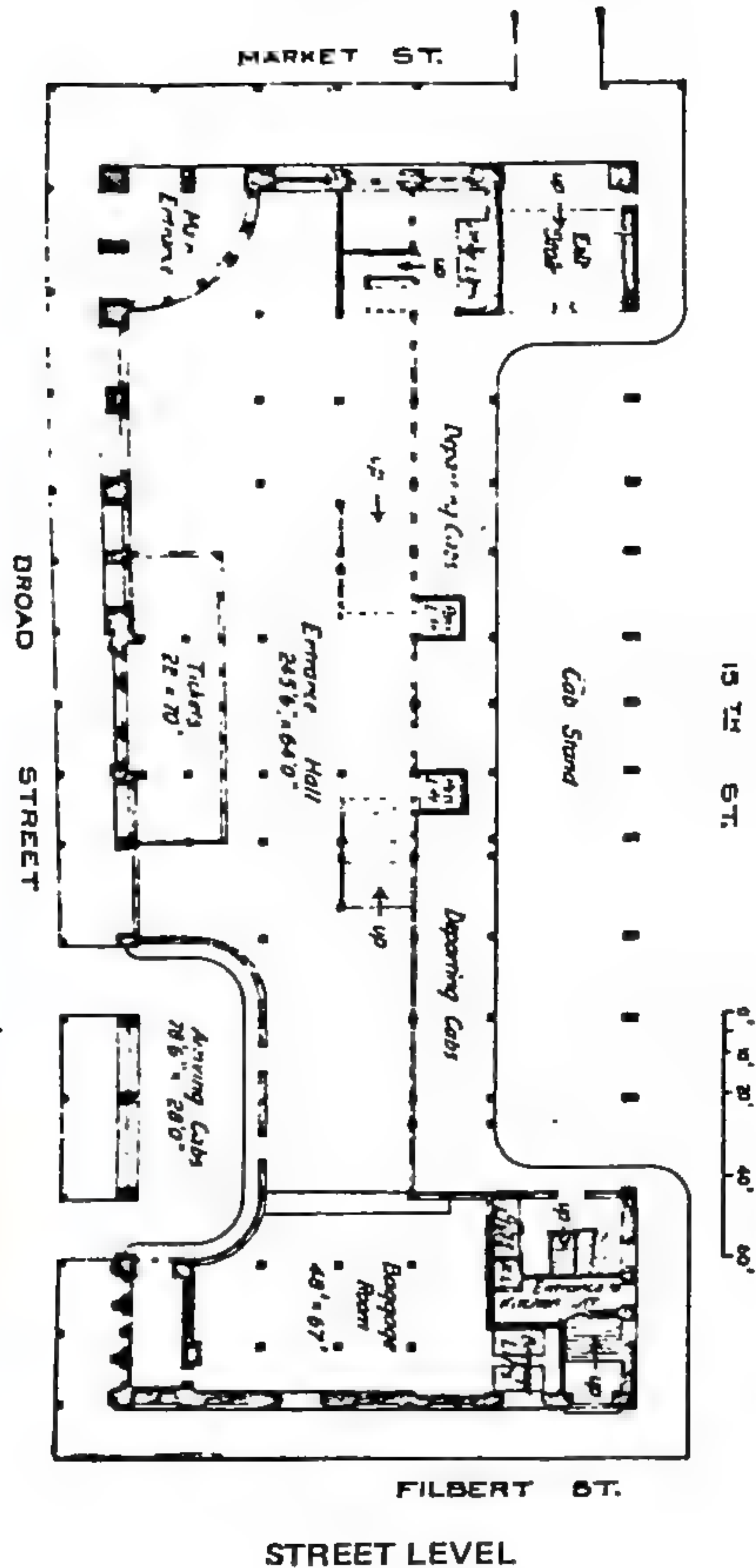
Dixon Collection

Filbert Street to the left and Market to the right at 15th looking west from 16th about 1949. This is the office part of the station. The lower part of the building on Filbert Street is the original station of 1881. The new 10-story addition was added in 1892, and in 1894 the upper stories of the enlarged Station became the Pennsy's General Offices.

Albrecht Collection

This picture was made some 20 years earlier, about 1929. Looking west out of the station it shows all of the 16 tracks and the activity at that time. The deep cut to the right will be for trains to the new Broad Street Suburban Station.





TRAIN FLOOR

These drawings of the floor plans are from E. P. Alexander's book "Down at the Depot" and are reprinted with his permission.



Reprinted from RAILROAD MAGAZINE Bill Gorman Collection

Beautiful ornate pillars, reaching to high ceilings, were the last word in "elegance" when the station was opened back in the 80ies. This is sometime in 1938.

This is the street level. A similar set of stairs opposite these lead to a landing half way up at which point another set lead to the rooms and trains, forming the famous "Grand Stair Case".





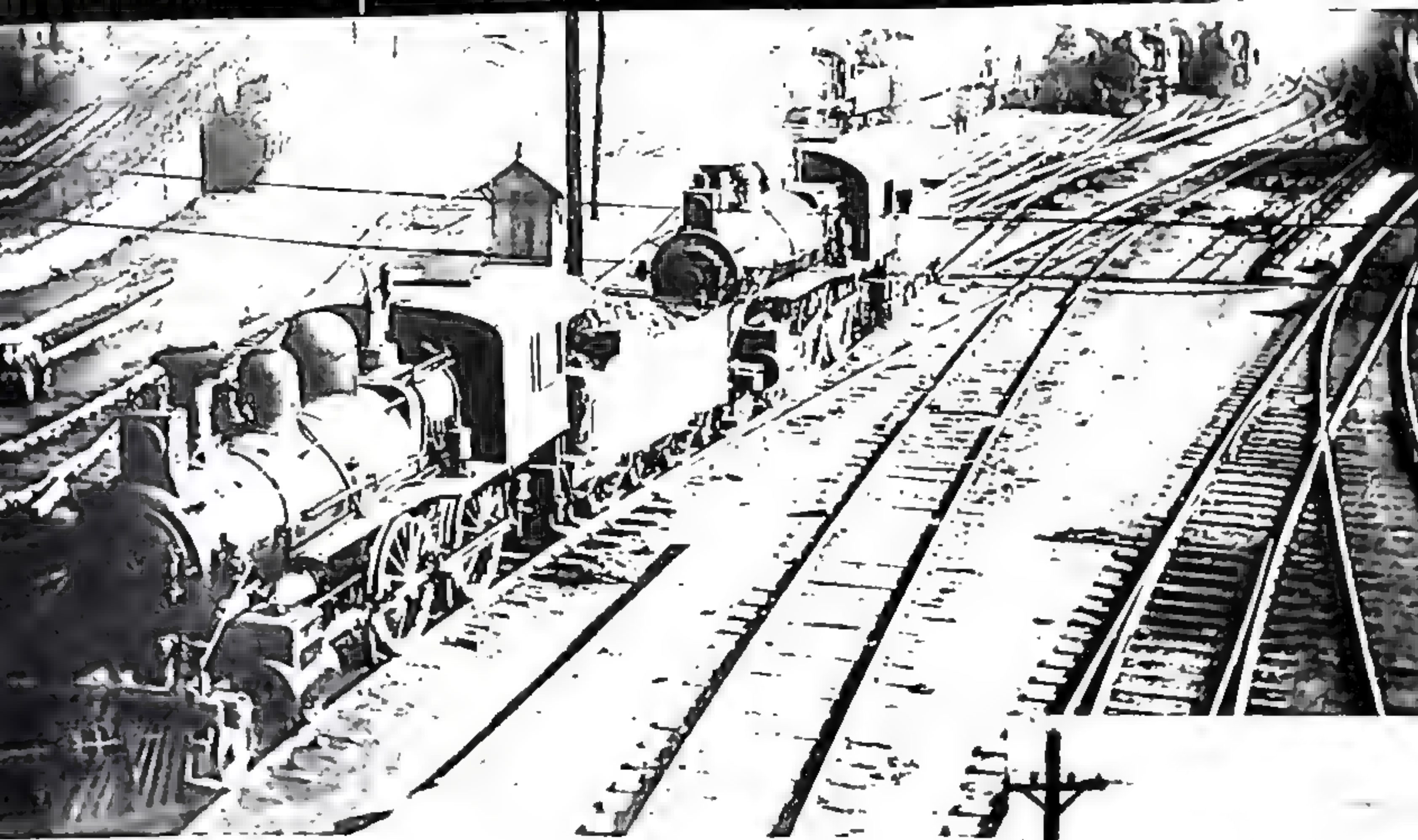
E. P. Alexander Collection

Gate to Track No. 16, located at the Filbert Street side, is open and affords an excellent view of the vast train concourse behind the train gates.

"All aboard" for the 8 O'Clock New York Express, leaving from track No. 15 sometime in 1938.

Bill Gorman Collection

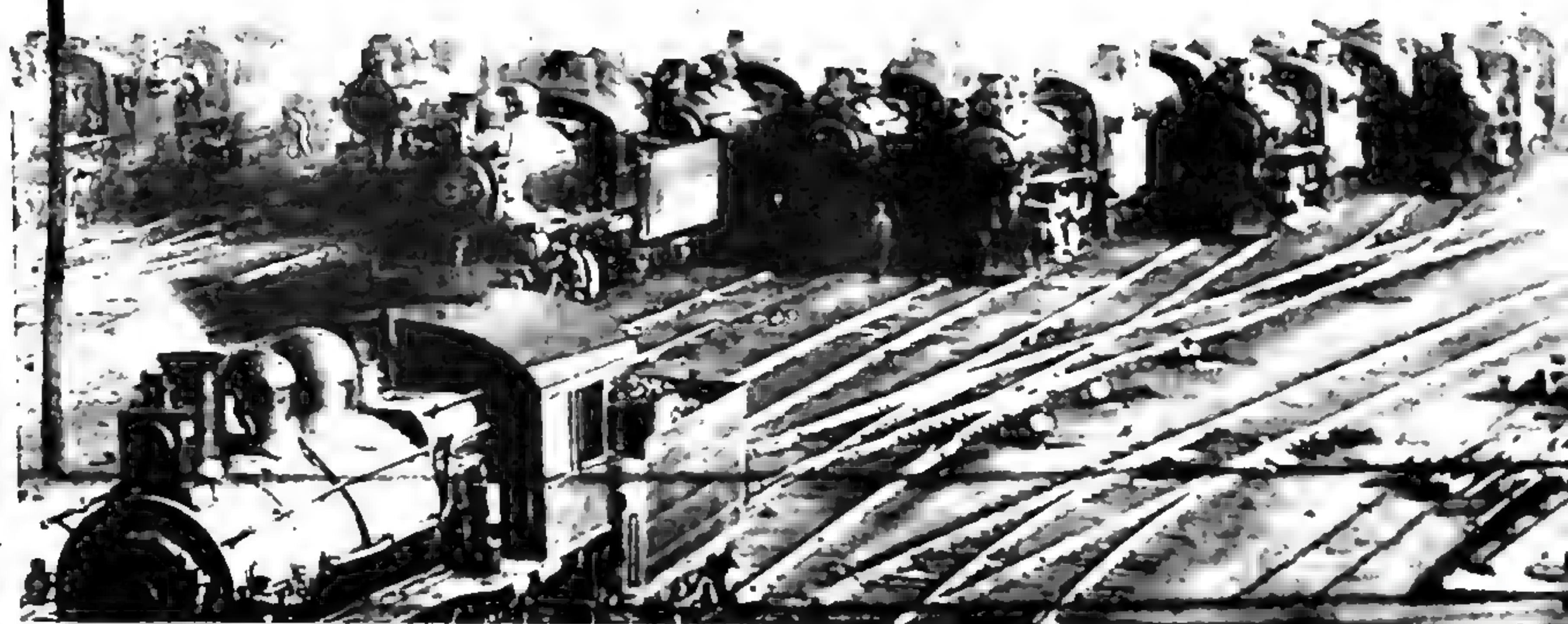




A D13a, No. 5222 built at Altoona 1892, and D16, No. 1330 outshopped at Altoona 1896, are being serviced in the West Philadelphia engine yards about 1901.

Dixon Collection

This group of locomotives are being "groomed" and awaiting their assignments to haul their respective trains from Broad Street.



and some 30 years later





Albrecht Collection

During the building of the new 30th Street Station, which can be seen about the center of the picture to the left, this was the temporary engine servicing facilities in 1930. Lower right is West Philadelphia Station.



Albrecht Collection

WEST PHILADELPHIA was the first stop out of and the last stop before arriving at Broad Street Station. It was located about a mile west of Broad Street at 32nd and Market Streets. Trains between New York and the West used the tracks just above the street level (as shown in the picture). Trains in and out of Broad Street, stopping here, for the South and Media Branch used tracks under the station where they joined with the trackage for the through trains between New York and Southern points. This picture was probably taken about the time the station was opened in 1903. Perhaps the

D16 locomotive is bringing in a Paoli Local. Note the two trolley cars passing each other and the one eastbound advertizing a football game. This station was opened in 1903 and remained in operation until March of 1933. The Philadelphia National Bank branch 3131 Market Street now stands on this location and just west of the station the PRR built their general office building which is now the Food Fair Building.

Today the Bulletin Building occupies the location east of the PNB.



Albrecht Collection

In 1913 West Philadelphia Station looked like this. The tracks, beneath the bridge which lead to the southbound platform, were those used by the through trains between New York and southern points. Those above were

for trains in and out of Broad Street between New York and the West. 32nd Street is to the left and the coach yards are to the right.

SUBURBAN ELECTRIFICATION

Due to the increasing traffic congesting the train movements in Broad Street Station it became necessary to electrify suburban lines and operate multiple unit trains in this territory.

In 1915 the main line was electrified through the suburban zone to Paoli, a distance of 19.9 miles, and three years later electrification was completed on the Chestnut Hill Branch, 12 miles in length, which constitutes part of the New York Division. The Fort Washington branch, 6.3 miles long, an adjunct of the Chestnut Hill Branch, was electrified in 1924. With these changes the suburban traffic was handled in multiple unit trains which permitted faster schedules and

simplified the handling of trains at the Philadelphia Terminal. In January 1926, the electrification of the suburban service to Wilmington, Delaware, on the Washington Line, a distance of 28.1 miles, and to West Chester, on a branch 27.4 miles long, was authorized and the work was completed in 1928.

It is also interesting to note that in 1923 each day the station accommodated 530 inbound and outbound trains requiring 2217 distinct train and engine movements through the approach tracks. Over 80,000 passengers were brought in and out of the station daily, including a large number of commuting population.

Photo by Albrecht



MU Train on New York Division



BROAD STREET STATION



30TH STREET STATION

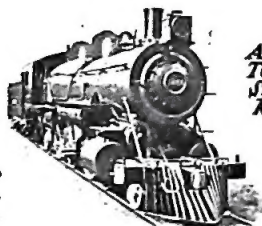
PENNSYLVANIA RAILROAD **K-4s**

TEST BY MOTIVE POWER COM.
RANK OF THE EARLY ENGINE
ON THE PAID
JUNE 1907
ROAD ET VIA PRR 1912
TENDER
LOAD DISTANCE TENDERS
SCALE DRAWINGS
LOAD ON HORIZONTAL CURVE
LOAD DIMENSIONS
SPECIFICATIONS
NOTES



Steam Locomotives of Yesteryear

THE BALDWIN LOCOMOTIVE WORKS



*The
ATCHISON-
TOPEKA &
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RAILWAY*

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THE BALDWIN LOCOMOTIVE WORKS



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